

Plan & Railroad Index 1880-1938





State highway index at end of each town  
Railroads at end of book.

## Commonwealth of Massachusetts.



### BOARD OF RAILROAD COMMISSIONERS,

No. 20 BEACON STREET, BOSTON.

### RULES

*Prescribed by the Board of Railroad Commissioners, under sections 92 and 97, chapter 111, Revised Laws, in regard to Records of land purchased or acquired for railroad purposes, or of Railroad Locations, and the Manner of keeping the Same.*

- RULE 1. Location maps shall be made upon a scale <sup>showing not more</sup> of ~~not less~~ than four hundred feet to the inch, upon cloth-backed paper, and shall be firmly bound for record in books eighteen (18) inches from top to bottom, and thirty (30) inches from back to front.
- RULE 2. Said maps shall show the courses of the tangents and the radii of the curves of the centre line of the railroad in question; the widths of land taken, specifying such width on each side of the centre line; also the courses of the division lines between the lots over which the location is made, and the distance between them on the centre line. When the land purchased or taken is entirely on one side of the centre line of location or outside the location, the description shall be so made as to tie the boundary lines of the lot to the centre line by lines, the courses and distances of which from a fixed point or points on said centre line shall be given. Where but one track is laid, the position of such track with reference to the centre line shall also be shown, in order that the boundaries of land may hereafter be determined by measurements from the track as laid, if the same shall not have been changed. Where two tracks are laid it shall be specified whether the centre line is the centre line of one of them or is midway between them.
- Note. — The courses called for above may be either magnetic or true, but the maps and descriptions must specify which are given.
- RULE 3. The description in writing must in all cases correspond with the map, and the two taken together must have the substantial certainty and precision of a deed. (2 Gray, 380.)
- RULE 4. The location shall be certified by the Directors of the Corporation, or by the President, if authorized by a vote of said Directors.
- RULE 5. The location, when deposited with the Clerk of the County Commissioners, shall be kept for preservation and convenient reference in the office of said clerk, in a cabinet used exclusively for that purpose, and furnished with shelves sufficient to allow at least one separate shelf for the maps of each corporation owning a railroad within the county.
- RULE 6. A book shall be kept in the office of each clerk, in which shall be recorded the name of every location, the time when it was filed, and the shelf where it is deposited.
- RULE 7. No location after it has once been filed shall be taken from the office of the clerk for any purpose except upon the order of a court or other proper authority.

By order of the Board,

CHARLES E. MANN, Clerk.

February 1, 1905.



# AGAWAM.

Year. Book. Page.

|   |      |   |          |
|---|------|---|----------|
| Highway from South End bridge and land taken for highway purposes.  | 1881 | 1 | 8        |
| Ferry Road  | 1882 | 1 | 18       |
| Relocation of highway leading from Feeding Hills road west of house of Frederick N. Leonard, to near corner of Frederick Dwight's homestead.  | 1884 | 1 | 39-42.   |
| Crossings of Hartford and Connecticut Western Railroad.   | 1889 | 1 | 156-161. |
| Suffield street   | 1893 | 1 | 165, 166 |
| Silver street road  | 1894 | 1 | 182      |
| Highway crossing, Hartford and Connecticut Western Railroad br. at Taylor Bros., Feeding Hills.   | 1899 | 2 | 46       |
| Relocation of highway <sup>Cooper</sup> from R. J. Smith's on Agawam St. westerly to Feeding Hills road   | 1900 | 2 | 109-115  |
| Mittineague bridge, between Agawam and West Springfield   | 1901 | 3 | 4, 5     |
| Relocation of West, Southwick and Springfield streets from Still Brook to Agawam bridge   | "    | 3 | 6-12     |
| Relocation of Prince St. from main road to Bennett's Ave  | 1902 | 3 | 46, 47   |
| Location of highway <sup>Federal St</sup> commencing at a stone monument on the northerly line of Mill street and running in a northeasterly direction to Springfield street  | 1903 | 3 | 76       |
| Location of highway <sup>Rawley St</sup> beginning at a stone bound on the southerly side of Springfield street on land of T. J. O'Brien, thence southeasterly to a stone bound on the westerly side of Federal street. | 1905 | 3 | 75-81    |
| Relocation of South St. and Shoemaker Lane.   | 1906 | 3 | 95-105   |
| Alteration of crossing at Springfield Street.   | "    | 4 | "        |
| Relocation of Westfield St. from Shoemaker Lane to North St.  | 1908 | 4 | 17-21    |
| Relocation of School St. from Main St. to River road  | "    | 4 | 33-39    |
| Relocation of Adams St. from Main St. to Suffield St.   | "    | 4 | 40-45    |
| Relocation of portion of Main St.   | 1914 | 6 | 13       |
| Location of highway from Granville Corners through Southwick to Feeding Hills in the town of Agawam under Acts 1915, ch 22, § 1 No. 9   | 1917 | 6 | 13       |

Agawam

Blanford

Brimfield

Chester

Chicopee

East Longmeadow

Granville

Hampden

Holland

Holyoke

West Springfield  
Libraham



# AGAWAM.

|   | Year. | Book. | Page.                      |
|---|-------|-------|----------------------------|
| Relocation of School St.  | 1918  | 6     | 73                         |
| Relocation of Shoemaker Lane  | 1921  | 7     | 50-55                      |
| Layout, Alteration and Relocation of Elm Street   | 1926  | 7     | 104<br>105<br>106          |
| Specific Repairs of Bridge St. between the Mittineague Bridge so-called and Maple St, and Maple Street from its junction with Bridge St. to its junction with Springfield Street.   | 1927  | 8     | 39, 40,<br>41 & 42         |
| Relocation of Leonard Street, extending from Main St, to the River Road.  | 1928  | 8     | 48, 49,<br>50, & 51        |
| * Relocation <sup>and widening</sup> of Silver Street beginning about 1200 feet westerly from its junction with Suffield Street so-called, extending thence westerly and southwesterly for about one mile. <u>Superseded</u>  | 1929  | 8     | 71-75 <u>Incl.</u>         |
| Dam, plan of, in Agawam, on property of Paul Korzen.  | 1929  | 8     | 94-95 <u>Incl.</u>         |
| Relocation of Silver Street beginning at station 83+13.79 to Shoemaker Lane, a distance of 2436' ±.   | 1929  | 8     | 86-88 <u>Incl.</u>         |
| * Relocation of Silver Street. <u>Supplementary Plan.</u>   | 1930  | 9     | 18-22 <u>Incl.</u>         |
| Location of a certain highway (unnamed street or way) (Perry Street) beginning at Mill St, 750' westerly of junction of Silver Street and running to Silver Street 830' westerly of junction of Mill Street.  | 1930  | 9     | 37                         |
| Location of Letendre Avenue beginning at a concrete bound at intersection of northerly line of Springfield St, (layout of 1901) and the easterly line of Letendre Ave at a point distant 129.10 ft westerly from a granite stone bound in northerly line of Spfld St. | 1930  | 9     | 46, 47, 48                 |
| Relocation of Westfield Street beginning at a point where work stopped in 1931, northerly, to the Westfield line, a distance of 1.7 miles more or less.   | 1932  | 10    | 18 & 19                    |
| Layout, relocation, etc. on Poplar Street, beginning at a point at or near junction of Williams Street and Springfield Street and running southwesterly to Shoemaker Lane, a distance of approx. one mile.  | 1937  | 10    | 133 to<br>158 <u>Incl.</u> |



# State highways. AGAWAM.

|  | Filed<br>Date.   | Case<br>Book. | Plan<br>Page. |
|--|------------------|---------------|---------------|
| River road from South end bridge, southwesterly nearly to school house   | July 8<br>1903   | 12            | 1             |
| River road from a point above school house, southwesterly to land of J. P. Noon  | May 23<br>1904   | 12            | 2             |
| River road from land of J. P. Noon, southwesterly past land of E. N. Powers  | June 2<br>1906   | 12            | 3             |
| River road from land of Mrs. E. N. Powers, southwesterly past land of heirs<br>of Thomas Lester.   | Feb. 29<br>1907  | 12            | 4             |
| River road from land of Mrs. Lester, southwesterly to land of L. Pomeroy   | Aug. 14<br>1909  | 12            | 5             |
| Beginning at end of 1909 layout, past land of L. P. Davis, Village<br>Improvement Society and others to Connecticut line   | April 28<br>1911 | 20            | 1             |
| One and one-fourth miles of road, beginning at a point about<br>700 feet distant northerly from the junction of<br>Main and School Streets, extending in a general<br>southerly direction along Main Street to the junction<br>of said Main Street and the River Road.   | 1925<br>Mar. 30  | 31            | 1             |
| About<br>One and one-half miles of road beginning at a point about 75 feet dis-<br>tant southeasterly from the junction of Main and Suffolk<br>Streets, extending in a general southerly direction along<br>Main St, to the northerly end of section of State Highway<br>laid out in said town of Agawam under date of Mar. 10, 1925 | 1925<br>July 22  | 31            | 2             |
| Alteration of Location, beginning at a point on River Street near its junction<br>with Main Street and extending in a southerly direction to<br>a point on Main Street near the property now & formerly of<br>William Cook.  | June 14<br>1926  | 33            | 1             |



# BLANDFORD

|  | Year. | Book. | Page.         |
|--|-------|-------|---------------|
| Location of road from near Curtis Hall farm to new road leading from near David Bates's to near Arthur Goodwin's.  | 1885  | 1     | 47-50         |
| Road along Pond Brook  | 1893  | 1     | 201           |
| Highway leading from Gibby <del>to</del> to Otis and North Blandford road  | 1894  | 1     | 181           |
| Location of highway commencing at land of C. Dugdale on the northerly side of the Granville road and running northerly on land of said Dugdale, J. H. Moore, Estate of David Smith, Clarence Bates and said David Smith's estate, to a stone bound on the southerly side of the Beach Hill road. | 1899  | 2     | 60-63         |
| Location of highway leading from the old highway through lands of W. H. De Gray, Phelps's Estate and lands of Frank Kenny to highway leading to Russell.   | 1900  | 2     | 101-102       |
| Location of highway, beginning on the easterly side of the present highway in said Blandford, southerly from the house of James Waters, deceased, and running northeasterly and southeasterly to the southerly side of the present highway in the town of Russell                                | "     | 2     | 107-108       |
| Location of highway, commencing at a stone monument in the northerly line of the highway leading from Blandford to Westfield thence northeasterly & northwesterly to a stone monument in the southerly line of the highway leading from Blandford to Russell                                     | 1903  | 3     | 77            |
| <del>Location of highway, beginning at a stone bound on the southerly side of Springfield street on land of T. J. O'Brien, thence southeasterly to a stone bound on the westerly side of Federal street.</del>   | 1905  | 3     | <del>78</del> |
| Relocation of Russell-Blandford stage road   | 1910  | 4     | 63            |
| Location of Berkshire Street Railway Co.   | 1912  | 5     | 56-60         |
| Borden Brook dam & reservoir. Contract #5 <small>(also explained in the specifications)</small>  | 1909  | 5     | 65            |

Blandford

Brimfield

Chester

Chicopee

East Longmeadow

Granville

Hampden

Holland

Holyoke

Westfield

West Springfield

Abraham

Longmeadow Ludlow



# BLANDFORD

|  | Year. | Book.         | Page.                    |
|--|-------|---------------|--------------------------|
| Discontinuance, location & alteration of highway. Berkshire St. Rly. Co. v. State  | 1913  | 5             | 93                       |
| Alteration of highway from Blandford to North Blandford and from Blandford to Huntington   | "     | 5             | 94, 95                   |
| Relocation of Chester highway  | "     | 5             | 112-116                  |
| Private railroad of Western Massachusetts Contracting Co.  | "     | 5             | 111                      |
| Dam across Potash Brook. Petition of F. R. Dunlap  | 1915  | 6             | 27                       |
| Specific repairs on Blandford Otis stage road in Blandford Centre to Tannery Hill, so called.  | 1922  | 7             | 66 <sup>check this</sup> |
| Layout of highway in Town of Blandford from Cove Road to Long Pond and Relocation of old County Road, so called, known as Cove Road, under provisions of Chapter 102 of the Acts of 1925. (In Vol. 15 Pages 75-78)   | 1925  | <del>11</del> | <del>112-116</del>       |
| Layout, Location and Construction of a highway from a point near junction of Blandford - Woronoco highway and Birch Hill Road south to proposed site of Springfield Water Works' dam at Cobble Mountain.   | 1926  | 8             | 30-38 inclusive          |
| Plans of Diversion tunnel and dam on Little River.   | 1927  |               | In drawing of plan case. |
| Dam and Reservoir, plans of, Cobble Mountain, in Blandford, Russell and Granville, Mass. (Vol. 18 Pages 1-30)  | 1928  |               | In drawing of plan case. |
| Layout of highway from a point on highway leading from Blandford to Otis near bridge over Pebble Brook, southerly to highway leading from Blandford to West Granville, at a point where said highway northeast corner of land belonging to one Peabody joins | 1929  | 8             | 89-92 incl.              |
| Location of witness monuments in reference to old monument, corner Blandford, Granville and Russell covered by water in Cobble Mt. Reservoir.  | 1930  | 9             | 44                       |



State highways

BLANDFORD

Filed  
Year

Case  
Book

Plan  
Page

About 4 miles, commencing near Hug Hill and extending through North street and Blandford village to Russell town line

April 12  
1918

26

1

Main highway from Blandford to Otis, beginning at the dividing line between the towns of Blandford and Otis and extending easterly about 400 feet into Blandford.

March  
27, 1935

40

1

County  
Comm



## BRIMFIELD

|   | Year. | Book.                                  | Page.                     |
|---|-------|--|---------------------------|
| Location of highway near King's bridge.   | 1888  | 1                                      | 70                        |
| " " " from Tower Hill road to the highway near house of Oscar D. Wells.   | "     | 1                                      | 76-77                     |
| Change of highway at West Brimfield Station.  | 1890  | 1                                      | 98                        |
| Plan and profile of road in West Brimfield from the River Road to top of hill.  | 1897  | 2                                      | 36, 37                    |
| Relocation of highway, commencing at end of 1897 layout of the Massachusetts State Highway Commission and running southerly on land of D. W. Foskett, E. D. Bradway, L. R. Strong and W. S. Parker to a stone bound in old road | 1899  | 2                                      | 53-59                     |
| Location of private railroad to cross Death Hill road; Monson road; and Palmer and Brimfield road, known as state highway, at grade.  | 1906  | 3                                      | 93, 94                    |
| Relocation of Palmer and Brimfield road   | "     | 3                                      | 121, 125                  |
| " " Five Bridges road   | "     | 4                                      | 12                        |
| Location of Southern New England RR. Corporation in   | 1912  | 5                                      | <sup>23-31</sup><br>42-51 |
| Location of Sturbridge road at Hunter's corner  | "     | 5                                      | 87                        |
| Relocation of Main St. and Wales road   | 1916  | 6                                      | 42-45                     |
| Location of Sturbridge road (Vol. 13 Page 1-32)   | 1920  | <del>not in</del><br><del>of the</del> |                           |
| Plan of dam and reservoir across Elbow brook, sometimes called Strong - Doorman brook.  | 1922  | in drawer of case for plans.           |                           |
| Plan of relocation of highway between Holland Road and Brimfield Road, East, and <u>Discontinuance</u> of <sup>that stretch</sup> road leading from Holland - Brimfield to the Sturbridge road.                                 | 1926  | 8                                      | 12                        |
| Layout, relocation and alteration of highway beginning at a point of the 1897 layout. (near Foshitt's Mill)   | 1924  | 7                                      | 47, 48                    |
| Relocation etc. of highway known as <u>Mill Road</u> leading from Palmer Road southerly and easterly to Wales Road.   | 1926  | 8                                      | 27+28                     |
| Plan of dam for the <sup>re-</sup> construction and repairs on the outlet of Little Alum Pond, so-called, in Brimfield.   | 1926  | 8                                      | 29                        |
| Plan of location of new cemetery wall on Wales Road in Brimfield.   | 1928  | 8                                      | 60                        |

Brimfield

Chester

Chilcopee

East  
Longmeadow

Granville

Hamden

Holland

Holyoke

West  
SpringfieldLongmeadow  
LudlowWest  
Libraham



## BRIMFIELD

|  | Year. | Book. | Page.                  |
|--|-------|-------|------------------------|
| Plan of Dam for Springfield Boys Club.   | 1930  | 9     | 23                     |
| Plan of relocation <sup>etc.</sup> of Warren Road, beginning at a point 250 ft. distant northerly of the southerly boundary of property of Sumner R. Parker, extending in a southerly direction for about 0.7 of a mile to a point about 450 ft. distant southerly of the northerly boundary of property of Mary E. Brown. | 1931  | 9     | Incl.<br>98-101        |
| Plan of Relocation, alteration and specific repairs on Warren Road.  | 1932  | 10    | 10, 11, 12,<br>13 & 14 |
| Plan of relocation, alterations and specific repairs on Warren Road.   | 1933  | 10    | 48                     |
| Plan of relocation, alterations and specific repairs on Brookfield Road.   | 1933  | 10    | 49, 50<br>and 51       |
| Plan of relocation, etc. on Brookfield Road.   | 1934  | 10    | 58, 59<br>and 60       |
| Substitute plan on relocation of Brookfield Road.  | 1935  | 10    | 72, 73<br>and 74       |
| Relocation of Brookfield Road.   | 1936  | 10    | 104<br>and 106 Incl.   |
| Plan showing repairs on Mill Lane Road and Dam.  | 1936  | 10    | 120                    |



## State highways.

## BRIMFIELD

|   | Filed<br>Year.  | Base<br>Book. | Plan<br>Page. |
|---|-----------------|---------------|---------------|
| Old Boston road from Monson, southeasterly nearly to Grist mill.  | Sept. 9<br>1897 | 1             | 1             |
| Old Boston road from a point near Grist mill, southeasterly to road leading to Wales.   | Aug. 9<br>1899  | 1             | 2             |
| Wales road. Commencing at Brimfield line and running northeasterly to town farm.  | Oct. 7<br>1901  | 1             | 3             |
| Wales road. From town farm, northeasterly.  | June 25<br>1902 | 1             | 4             |
| Old Boston road, from road leading to Brimfield, northeasterly past land of George Stone, Elthorpe, Joseph Skora, B. L. Robbins and Louis A. Bonant. (see Palmer)   | April 9<br>1908 | 13            | 13            |
| Sturbridge Road; Leading from Brimfield Centre to the dividing line between the towns of Brimfield & Sturbridge.  | July 16<br>1923 | 28            | 1             |
| Layout -<br>About $4\frac{3}{4}$ miles of road beginning at a point on State highway as laid out Aug. 26, 1897, at Monson-Brimfield line and extending in a southeasterly & easterly direction in three sections, to the westerly end of State Highway as laid out July 10, 1923. | Aug. 11<br>1928 | 35            | 1             |
| Discontinuance of 4 sections of road beginning at dividing line between towns of Monson and Brimfield extending southeasterly for a total distance of 12,024.74 ft to a road running southerly to the Town of Wales.  | Nov. 15<br>1929 | 35            | 2             |
| Alteration - Sturbridge Road - widening and re-establishing a portion of the State Highway opposite property of Springfield Boys Club (from sta. 75+54.70 to sta. 93+16.44).  | June 4<br>1934  | 28            | 2             |



# CHESTER

|   | Year. | Book.        | Page.         |
|---|-------|--------------|---------------|
| Relocation of highway commencing on town line between Chester & Otis and running northeasterly to highway from Chester to Blandford, crossing land of E. S. Holmes.                         | 1889  | 1            | 92            |
| Plan showing manner of crossing, Chester & Becket Railroad, at Blandford road.  | 1896  | 2            | 17            |
| Plan showing change in highway at Fay's Mill.   | "     | 2            | 18            |
| Relocation of Blandford & Lee Roads.  | "     | 2            | 19            |
| Change of crossing of Boston & Albany Railroad at Huntington road.  | 1900  | 2            | 76            |
| Change of crossings of Boston & Albany Railroad at Whip Shop, Cooper's, Smith, Knox, Snow and Otis crossings in Chester.<br><small>Pages 9-14<br/>In Vol. 12 Pages 1-4<br/>Page 5-7</small> | 1901  | <del>2</del> | <del>76</del> |
| Relocation of Middlefield street  | 1903  | ---          | 49            |
| " " Huntington road   | 1902  | -3           | 28-32         |
| Land taken by Boston & Albany Railroad for railroad purposes  | 1902  | 3            | 33-36         |
| Plan of East River road   | 1909  | 4            | 54            |
| Alteration of River St. crossing. Boston & Albany Bridge #132 <sup>A</sup> .  | 1910  | 4            | 62            |
| Specific repairs on highway, called East River road leading from Huntington to Middlefield and Worthington  | 1914  | 6            | 11            |
| Widening of portion of River Road   | 1922  | 7            | 9             |
| Plan of repairs on Maple Street Bridge over West Branch of Westfield River.   | 1924  | 7            | 49            |
| Plan of proposed raising of bridge carrying Middlefield Road over main line tracks of B & A RR in town of Chester, known as B & A Bridge No. 127.22 (Snow's Bridge).                        | 1928  | 8            | 58            |
| Plan of dam (Howe Dam) built across lands of Arthur E. Day and Adra L. Day in North Chester, across the middle branch of the Westfield River.   | 1928  | 8            | 59            |
| Plan of dam - Chester Water Works dam on Austin Brook   | 1931  | 9            | 88            |
|   | 1931  | 9            | 94            |

Chester

Chicopee

East Longmeadow

Granville

Hampden

Holland

Holyoke

West Springfield  
Sorrinfield  
Albany



# State Highways CHESTER

Filed  
Year. Case  
Book. Plan  
Page.

Jacobs Ladder Road - widening the location beginning at westerly side of road leading to Blandford and extending northerly for about 300 feet. (property taken from Oscar G. Holbeck and Norman M. Broja Est.)

Apr. 21  
1939

5 21

County  
Comm



# State Highways

## CHESTER

Filed  
Year  
Case  
Book  
Plan  
Page

1924

Alteration of layout of August 2, 1900, near land of Eunice Clark and Town of Chester.

June 2

5

13

Alteration on north-easterly side at and near <sup>the place where</sup> it crosses Walker Brook in Chester Village being located between stations 80+34.02 and 85+11.00

1925

May 25

5

14

Huntington Road - layout about 1/2 mi. beginning at a point on Huntington Rd about 100 feet southwesterly of B + A RR underpass near factories of Portland Whells Grinding Corp. in a southeasterly direction to a point on said road near property now or formerly of Charles Cooper.

1929

Dec. 11

38

1

Becket-Huntington Rd, alteration <sup>consists of widening on both sides of</sup> beginning at dividing line between Towns of Becket & Chester & extending in a general easterly direction in 2 sections for about 3.8 miles to a point about .3 of a mile easterly of reinforced concrete bridge over Sanderson Brook so-called.

1929

Dec. 11

5

15

Huntington Road, Alteration consists of widenings on both sides of the State Highway beginning at easterly end of 12/26/29 layout & extending easterly for about 1/3 of a mile to a point about opposite highway bridge over B + A Railroad.

Dec. 23

1930

5

16

Layout, about 1 3/4 mi. beginning at a point opposite Huntington Road Bridge over B + A RR, easterly by a new location on southerly side of R + A way of B + A RR, to dividing line between Towns of Chester and Huntington.

Dec. 23

1930

39

1

Huntington Road, Discontinuance beginning at dividing line between Towns of Huntington and Chester in a northwesterly direction to a junction with the State Highway location laid out under date of 12/9/30; said junction being on the southwesterly location line of the right of way of B + A RR, near southwesterly abutment of bridge over tracks of said railroad.

Jan. 13

1933

5

17

Huntington Street, Discontinuance beginning at junction of said Huntington St. with new location laid out under date of 12/26/29 about 1 7/8 miles easterly from dividing line between Towns of Chester & Becket, thence in a south-easterly direction for about 4/7 of a mi. to another junction of said street and new location.

June 21

1933

5

18

Becket Road, alteration consists of widening, re-establishing and relocating the location of State Highway beginning at a point about 3/7 of a mile distant northeasterly from dividing line between Towns of Chester and Becket, and extending northeasterly for about one-third of a mile.

Dec. 25

1933

5

19

Becket Road, Discontinuance of a portion of said road at the properties of Norman C. Clark and Town of Chester (station 22+83.11 to station 34+53.65).

Dec. 23

1936

5

20

Chilcopee

East  
Longmeadow

Granville

Hampden

Holland

Holyoke

Warefield

West  
Springfield

Libraham



| State highways. CHESTER   |              | Filed<br>Date    | Page<br>Book | Plan<br>Page |
|---|--------------|------------------|--------------|--------------|
| River road, commencing near Becket line and running northeasterly and southeasterly.  | 1st. layout. | Oct. 17<br>1899  | 5            | 1            |
| River road, from first layout, southeasterly and northeasterly past land of Eunice Clark and town of Chester  |              | Aug. 4<br>1900   | 5            | 2            |
| River road, from land owned by town of Chester, northeasterly to land of George Pease.  |              | Oct. 12<br>1901  | 5            | 3            |
| River road, from first layout to Becket line.   |              | June 16<br>1902  | 5            | 4            |
| River road, from land of George Pease, southeasterly to land of G. H. Hapgood.  |              | Sept. 16<br>1902 | 5            | 5            |
| River road, Relocation of portion of road shown in plan #5, from hotel, southeasterly to land of G. H. Hapgood.   |              | Dec. 24<br>1902  | 5            | 6            |
| River road, from land of G. H. Hapgood, southeasterly to land of Wm. Baab.  |              | Sept. 6<br>1904  | 5            | 7            |
| River road, running southwesterly and southeasterly past land of Wm. Baab.  |              | June 17<br>1905  | 5            | 8            |
| From town line between Huntington and Chester, northerly and westerly for about one mile.   |              | July 1<br>1909   | 18           | 1            |
| River road commencing at the easterly end of the 1905 layout and extending southeasterly about $\frac{3}{5}$ of a mile, past land of Wm. H. Baab and First National Bank of Westfield to land of Mrs. Flora F. Griffin.                                       |              | April 11<br>1910 | 5            | 9            |
| River road. About a quarter of a mile of road beginning near the present bridge over the Westfield river and extending in a northwesterly direction.  |              | Oct. 13<br>1910  | 5            | 10           |
| River road. <u>1st section</u> . Commencing at end of 1910 layout #1 at land of Mrs. Flora F. Griffin, running in a southeasterly direction past land of Sigmund Herbert, one Kennedy, one Mack & Massachusetts Mutual Life Ins. Co. to end of 1910 layout #2 |              |                  |              |              |
| <u>2d section</u> . Beginning at end of 1909 layout & running in a northwesterly direction past land of Charles S. Woodward & W. E. Desmond to beginning of 1910 layout #2  |              | April 18<br>1911 | 5            | 11           |
| River Road. Relocation of portion of 1904 layout  |              | Sept 7<br>1916   | 5            | 12           |



# CHICOPEE

|  | Year. | Book.              | Page.                   |
|--|-------|--------------------|-------------------------|
| Location of highway from Spring street in South Hadley Falls, through Chicopee and Chicopee Falls to Ludlow, between residence of Graves Crafts, Ludlow, and Four corners, south of residence of Byron Caswell, Ludlow. <small>NEW LUDLOW RD</small> | 1880  | 1                  | 3                       |
| Front street, Chicopee Falls, from Bridge street to Springfield road   | 1882  | 1                  | 11                      |
| Dam and headgates at Southworth's Falls, Chicopee Falls  | 1885  | 1                  | 43-46                   |
| Relocation of Old Morgan road, Chicopee Falls  | "     | 1                  | 56-58                   |
| Relocation of Bingham St., Chicopee Falls, as a private way.   | 1887  | 1                  | 55                      |
| Location of Bridge St., Chicopee Falls   | "     | 1                  | 62                      |
| " " North side of Exchange St.   | "     | 1                  | 63                      |
| Bridge Street  | 1888  | 1                  | 65                      |
| Plainfield Street  | 1889  | 1                  | 95-96                   |
| Alteration of highway in Willimansett (Bridge)   | 1891  | 1                  | 169<br>173              |
| Ferry landing at Willimansett  | 1895  | 1                  | 197                     |
| Change in grade crossings, Boston & Maine Railroad <small>2nd Vol. 12 Page 17-38</small>   | 1898  | <del>in desk</del> |                         |
| Richmond St., Chicopee Falls,  | 1900  | 2                  | 103                     |
| Plans, profile and section for earth dam on Willimansett Brook - Petition of Felix J. Cloutier et al.  | 1901  | 3                  | 1                       |
| Plan and section of dam across Willimansett brook near Willimansett Depot. Pet. of M. Louisa Brown   | 1900  | 3                  | 24-26                   |
| Plan of proposed dam of John Lemieux, near Granby road   | 1906  | 3                  | 106                     |
| " " private railroad across North Chicopee street, in Willimansett, Chicopee   | 1910  | 4                  | 61                      |
| Location of Hampden Railroad   | 1911  | 4                  | 87-93                   |
| Plan of dam near Granby road. Petition of John Lemieux   | 1908  | 5                  | 61                      |
| Dam across Willimansett Brook near foot of Factory St. Willimansett. Petition of A. A. Langewald.  | 1909  | 5                  | 66-68<br>72-73<br>76-77 |
| Dam across Willimansett Brook near its source & southerly of Fairview. Petition of A. A. Langewald   | 1909  | 5                  | 69-71<br>74-75<br>78-79 |
| Private railroad in Willimansett; petition of Standard Oil Company of N. Y.  | 1912  | 5                  | 81                      |

Chicopee

East  
Longmeadow

Granville

Hampden

Holland

Holyoke

Longmeadow  
Ludlow

West  
Springfield  
Libraham



# CHICOPEE

|  | Year. | Book.                       | Page.      |
|--|-------|-----------------------------|------------|
| Construction of side tracks connecting Boston & Maine RR. with Springfield Breweries Co.   | 1913  | 5                           | 92         |
| Chicopee & West Springfield bridge   | 1907  | <del>plan in map case</del> |            |
| Plan of dam across Williamsett Brook at Roberts Pond, so called  | 1922  | <del>plan in map case</del> |            |
| Supplementary Plans of dam across Williamsett Brook in Chicopee at Roberts Pond - so called.   | 1923  | 15                          | 33-42      |
| Plan of dam for William S. Slate on his property in Chicopee Falls, Sheridan Street.   | 1925  | 7                           | 90+91      |
| Plans for construction of a dam on land belonging to City of Chicopee, across Cooley Brook, in Chicopee, at a point 1100 ft. above the present dam.  | 1926  | <del>plan in map case</del> |            |
| Plan for re-building of highway bridge on Grattan Street, known as B & M R.R. Bridge, old No. 8 or present No. 6.05 (Superseded)   | 1928  | <del>plan in map case</del> |            |
| Plan of proposed wading pool dam for A. Q. Langewald, Mass.  | 1929  | 8                           | 68         |
| Plan (supplementary) rebuilding of highway bridge on Grattan Street, known as B & M R.R. Bridge, old No. 8. or present No. 6.05  | 1929  | 8                           | 70         |
| Plan of storage dam in Chicopee Falls on land belonging to Chicopee Mfg. Corp. across a small stream on their property.  | 1930  | 9                           | 29+30      |
| Plan of layout, relocation and alterations on East Main Street, otherwise known as Bircham Bend Road or Indian Orchard Road beginning at Chicopee-Springfield City line.   | 1930  | 9                           | 31, 32, 33 |
| M <sup>c</sup> Kinstry Avenue Bridge over Boston & Maine Railroad.   | 1931  | 9                           | 95, 96, 97 |
| Relocation, etc. of Prospect and Montreal Sts., cutoff or new location so called, extending from a point opposite property of Sarah A. Buckley to a point about 200 ft. easterly of bridge over Boston & Maine Railroad. | 1931  | 9                           | 108-110    |
| Relocation, etc. of Meadow Street, cutoff or new location so called extending from a point on Chicopee St, about opposite Wilson Ave., to a point on the southerly side of Shaw Park Avenue.                             | 1931  | 9                           | 111+112    |
| Plan of relocation, alterations and specific repairs on Montgomery Street.   | 1933  | <del>plan in map case</del> |            |
| Plan of relocation, etc. on Granby Road beginning at Davitt Memorial Bridge.   | 1934  | 10                          | 63, 64, 65 |



# CHICOPEE

Hampden Brewing Co. Petn. for permission to extend two present culverts for a distance of approx. 57 feet northwesterly from said culverts under brook which is the outlet from their pond in order to construct a switchback from the spur track extending across the brook.

1935 10 85

Dam - plans to alter and reconstruct the Bemis Ice Pond Dam.

Petition of Mayor of the City of Chicopee and Park Commissioners.

1936 10 90, 91  
92, 93

Relocation of Granby Road beginning at station 32+70.86 (near property of George and Caroline Sakiewicz) and going to a point about 70 feet distant northeasterly of Beattson Street shown on plan as station 89+03.21.

1936 10 110 -  
114 Incl.

Dam - plan showing repairs and strengthening of dam belonging to Lucien Lemieux.

1936 10 115

East  
Longmeadow

Granville

Hampden

Holland

Holyoke

Longmeadow Ludlow

West  
Springfield

West  
Springfield  
Albany



## State highways.

## CHICOPEE

|  | Filed<br>Year.   | Page<br>Book. | Plan<br>Page. |
|--|------------------|---------------|---------------|
| Rockrimmon road, from Springfield line northwesterly and north-easterly to Connecticut River Brick loo.  | Aug. 30<br>1897  | 3             | 1             |
| Rockrimmon road, from Connecticut River Brick loo. northeasterly to land of city.  | Nov. 29<br>1898  | 3             | 2             |
| Rockrimmon road, from land of city, northeasterly past land of E. A. Stebbins and P. Beston  | June 7<br>1899   | 3             | 3             |
| Chicopee street, from bridge over Chicopee river, northwesterly to house of Edw. L. Shaw   | Nov. 28<br>1902  | 11            | 1             |
| Chicopee street, from house of Edw. L. Shaw, northwesterly to cemetery   | Sept. 30<br>1903 | 14            | 1             |
| Chicopee street, from house of E. P. Stedman, northwesterly to land of Gordon Rowley   | May 31<br>1904   | 14            | 2             |
| Chicopee street, from land of Chester W. Chapin, northeasterly to land of C. E. Baker  | Apr. 27<br>1905  | 14            | 3             |
| Chicopee street, from land of C. E. Baker, northeasterly beyond land of one Chandler   | Oct. 3<br>1906   | 14            | 4             |
| Chicopee street, from a point beyond land of one Chandler, northeasterly past Walker street to private way.  | July 11<br>1907  | 14            | 5             |
| Beginning at northerly end of bridge over Chicopee River and extending to the southerly end of the section of state highway laid out in 1902   | Nov. 14<br>1917  | 25            | 1             |
| Discontinuance of <u>Rockrimmon Road</u> beginning at dividing line between cities of Springfield and Chicopee and extending in a northerly direction to a point about 150 feet northerly of Stevens Street. | Apr. 20<br>1929  | 3             | 4             |



# EAST LONGMEADOW

|   | Year. | Book.         | Page.            |
|---|-------|---------------|------------------|
| Relocation of portion of road from Somers through East Longmeadow to Springfield line.                                      | 1890  | 1             | 99-106           |
| Plan showing separation of grades and highway location at Robeson crossing.   | 1900  | 2             | 104              |
| Relocation of Hall Hill road  | 1903  | 3             | 56-69            |
| Relocation of East street   | 1911  | 4             | 124-133          |
| Alteration of Maple St.   | 1914  | 6             | 1                |
| Relocation of portion of Sixteen Acre Road otherwise known as Elm St. and the Shaker Road                                   | 1924  | 7             | 63-81            |
| Specific Repairs on Hampden Road.   | 1925  | <del>15</del> | <del>47-50</del> |
| Relocation on Elm Street - showing property of Peter J. Dolphin, Mary A. Goodrich, Willie E. Maynard, and Yuba M. Griswold. | 1937  | 10            | 128              |

East  
Longmeadow

Granville

Hampden

Holland

Holyoke

Longmeadow  
Judlow

West  
Springfield  
Albany



# State highways. EAST LONGMEADOW

|   | Filed<br>year     | base<br>book | Plan<br>Page |
|---|-------------------|--------------|--------------|
| White street. From village Centre, northwesterly to land of Frank Hewlett   | Nov. 16<br>1904   | 15           | 1            |
| White street. From land of L. L. Blackman, southeasterly past land of Frank Hewlett.  | May 24<br>1906    | 15           | 2            |
| White street. From junction of Springfield, Longmeadow and East Longmeadow to land of L. L. Blackman  | April 11,<br>1910 | 15           | 3            |
| North Main St, Alteration and Layout - in 5 sections - beginning at Sta. 3+50.29, opp. garage of Theo. Helzann to Sta. 84+89.59, opp. property of Nicholas Falcone. | Dec. 15<br>1927   | 15           | 4            |



# GRANVILLE

|   | Year. | Book.                  | Page.   |
|---|-------|------------------------|---------|
| Relocation of portion of highway from Granville through the notch to the Westfield road in Southwick.   | 1892  | 1                      | 121-132 |
| Relocation of highway leading from Granville Centre to West Granville, near Potash Brook  | 1911  | 4                      | 71      |
| Specific repairs on portion of Granby Road, so-called   | 1922  | 7                      | 10      |
| Specific repairs on portion of main road to West Granville. <sup>(Beginning at a point near the estate of August Robinson, at a point 0 northerly to station 1st)</sup>   | 1924  | 7                      | 49      |
| Profile of specific repairs <sup>relocation and alterations</sup> on portion of highway extending from Potash Brook to South Fork Corner known as West Granville road.  | 1925  | 7                      | 94      |
| Profile of specific repairs, relocation, alterations on part of highway leading from Granville Center to West Granville.  | 1925  | 7                      | 93      |
| Plans of reservoir and dam on Piltoton Brook on petition of Bd. of Public Works, City of Westfield  | 1927  | In drawer of plan case |         |
| Plans of Diversion tunnel and dam on Little River.  | 1927  | " " "                  |         |
| Dam and Reservoir, plans of, Cobble Mountain, in Blandford, Russell and Granville, Mass. (Vol 18 Pages 1-30)  | 1928  | <del>plans</del>       |         |
| Plan-typical cross section of Granville Dam on Piltoton Brook filed with petition for modification, <sup>Bd. of Public Works, City of Westfield</sup>   | 1929  | 8                      | 69      |
| Layout of highway from a point on highway leading from Granville to Blandford called South Street near Pomeroy farm north to Spfld. Water Works dam at Cobble Mountain.   | 1929  | 8                      | 93      |
| Relocation and discontinuance of road com. at easterly line of old Granville-Westfield Rd opposite intersection of said road with West Granville or Wild Cat Road southerly thru property of Hallister et al, Dexter Farnham et al to dwelling of <sup>Peter</sup> Henrickson and road com. at easterly line of old Granville-Westfield Road nearly opposite dwelling of Peter Olsen, easterly to junction with road above described leading to Hallister and Farnham places. | 1930  | 9                      | 10      |
| Location of witness monuments in reference to old monument corner Blandford, Granville & Russell covered by water in Cobble Mt. Reservoir.  | 1930  | 9                      | 44      |
| Plan and Profile showing improvements of highway between Snow Flats and Borden Brook Res. in the Town of Granville. (Phelon Road)   | 1932  | 10                     | 8       |

Granville

Hampden

Holland

Holyoke

Westfield

West Springfield

Longmeadow Ludlow

Abraham



# GRANVILLE

Year. Book. Page.

Relocation of a portion of the Main Road, beginning at 1932 10 29  
a point about 550 feet southeasterly of the dividing  
line between Talland & Granville, extending thence  
northwesterly to station 6+60.82.

County  
Comm



# HAMPDEN

|   | Year. | Book. | Page. |
|---|-------|-------|-------|
| Relocation of highway from Hampden to Springfield at Point of Rocks   | 1913  | 5     | 119   |
| Specific Repairs on East Longmeadow - Hampden Road.   | 1925  | 15    | 43-46 |
| Relocation, etc. of a portion of Allen Street or Springfield Rd beginning at a point near the house of L. Lippold and extending in a northwesterly direction for about 1436 feet. | 1934  | 10    | 57    |

County  
Comm

Hampden

Holland

Holyoke

Longmeadow Ludlow

Springfield

Albany



# HOLLAND

Year. Book. Page.

Plan of relocation & alteration on Brimfield Road beginning about 600 ft northerly from a road, running easterly through the property of J. F. Hubbard (correct name Hubbard), now or formerly, in a southerly direction by the existing road and a new location for about  $\frac{3}{5}$  of a mile to a point on said Brimfield Road about 40 ft southerly of the southerly boundary of <sup>above-mentioned</sup> Hubbard property.

1930 9 34+35

Plan of relocation, etc. of Mashapaug Road, beginning at a point in Holland Village about opposite the roads leading to Sturbridge and to Stafford, Ct. extending southerly for about 0.6 of a mile.

1931 9 103-105 Incl.

Relocation of Mashapaug Road beginning at station 135, and extend southeast for a distance of approximately 2000 ft more or less.

1932 10 20+21

Relocation of Mashapaug Road beginning at sta. 156+04.63 (property of Laura D. Brown + Joseph H. Sullivan) and going to sta. 179 (Hamilton Woolen Co. property).

1933 10 39+40

Plan of bridge at station 3+34.7 $\pm$  over outlet from Holland Pond (Quinnibaug River so-called) on Pond Road.

1934 10 62

Plan of relocation, etc. on Brimfield Road also known as Mashapaug Road.

1934 10 61

Relocation, altera. + specific repairs on Mashapaug Road.

1935 10 80+81

Relocation on Mashapaug Road.

1936 10 121-123 Incl.

Relocation on Mashapaug Road (also known as Brimfield Rd.)

1937 10 130, 131, 132

Holland

Holyoke

Longmeadow Ludlow

Westfield

Springfield

Abraham



State Highways

HOLLAND

| Filed<br>Year | Case<br>Book | Plan<br>Page |
|---------------|--------------|--------------|
|---------------|--------------|--------------|

Layout - about one-tenth of a mile of road (Mashapaug Rd) beginning at dividing line between towns of Union, Loom, and Holland, Mass, and extending in a north-easterly direction to dividing line between towns of Holland and Sturbridge.

|                 |    |   |
|-----------------|----|---|
| Aug. 26<br>1929 | 37 | 1 |
|-----------------|----|---|

County  
Comm



Plan with no title showing property of Holyoke Water Power Co.,  
High St., Front St., Upper level Canal, 2nd level Canal, Race Street;  
Main St., lower level Canal. In Volume 14 Page 1

| HOLYOKE   | Year. | Book. | Page.     |
|---|-------|-------|-----------|
| <sup>water</sup><br>Highway near Holyoke Water Co   | 1887  | 1     | 61        |
| Plan and profile of road from Hampden St. to top of Money-hole hill.  | 1884  | 1     | 30-31     |
| Railroad bridge over Babot St.  | 1886  | 1     | 52-53     |
| Willimansett Bridge over Connecticut River, between Holyoke and Chicopee.   | 1890  | 1     | 169       |
| Approaches to County Bridge between Holyoke and South Hadley.   | 1870  | 4     | 52        |
|   | 1890  | 1     | 172       |
| Relocation of Northampton St. from Northampton line to Angleside  | 1891  | 1     | 134-141   |
| Foot bridge over Connecticut River Railroad tracks  | 1892  | 1     | 171       |
| Profile and sections of earth dike at High service reservoir for Holyoke Water Works  | 1899  | 2     | 79-78     |
| Plan and profile of Jackson St. from east side of Race St. to Westfield Railroad.   | 1901  | 2     | 117-121   |
| Plans, profile and sections for earth dam on Willimansett Brook. (see Chicopee)   | "     | 3     | 1         |
| Plan of land taken by the joint Board of Commissioners of Hampden & Hampshire Counties for the extension of piers and abutments for bridge across Connecticut River, between Holyoke & South Hadley   | 1889  | 3     | 44        |
| Plan of earth dam and masonry core-wall, at high service reservoir, west of Ashley Pond   | 1902  | 4     | 1         |
| Jackson street extended underneath tracks of Holyoke & Westfield Railroad Company   | 1907  | 4     | 13, 14, 9 |
| Alteration of foot bridge across Boston & Maine R.R.  | 1916  | 6     | 31        |
| Alteration of bridge over Canal street  | 1922  | 7     | 2         |
| Layout, relocation, alteration, widening and specific repairs on Westfield Road in Holyoke beginning at Ashley Pond and running approx. 2 1/2 miles (Vol 17 Page 51-70)   | 1929  |       |           |
| Relocation, etc. of Jarvis Avenue, Homestead Avenue and Cherry St. beginning at a point on the Easthampton Rd about 2000 ft. northerly of junction of said road with Jarvis Ave, extending in a southwesterly direction by a new location and existing roadways of Jarvis Ave, Cherry St., and Homestead Ave., a distance of about 2 2/3 miles to the junction of said Homestead Ave. with Westfield Ave, | 1931  |       | 23-50     |

Holyoke

Longmeadow Ludlow

Westfield

West Springfield

Abraham



# HOLYOKE

Alteration in crossing - relocation of Holyoke & Westfield R.R. Co.  
 (N.Y. N.H. & H. R.R. Co. Lease) Bridge No. 8.05 on  
 Northampton Street, sta. 239+90.15

| Year. | Book. | Page. |
|-------|-------|-------|
| 1935  | 10    | 66    |

County  
 Comm



## State highways

## HOLYOKE

|   | Filed<br>date.   | Case<br>book. | Plan<br>number |
|---|------------------|---------------|----------------|
| Commencing about 2500 feet south of Smith's Ferry and extending northerly to the boundary between Holyoke & Easthampton. About 2 1/4 miles.   | April 16<br>1910 | 19            | 1              |
| About 1/2 mile of road known as Smith's Ferry road, from near property of P.J. Kennedy, northerly to property of George B. Bond   | Dec. 8<br>1924   | 19            | 2              |
| Widening of portions of Holyoke - Northampton & Smith's Ferry road.   | "                | "             | 3              |
| Abandonment of certain land on road leading to Mountain Park  | "                | "             | 3              |
| Discontinuance of <sup>portions of</sup> Northampton Street from station <sup>city of Holyoke</sup> 110+32.43 to station <sup>Holyoke &amp; Bond</sup> 126+45.09 and from station <sup>George B. Bond</sup> 154+13.63 to station <sup>William A. Underwood</sup> 161+71.17. | Feb. 7<br>1927   | "             | 4              |
| Northampton Road - alteration consists of widening and re-establishing the location of State Highway beginning at junction of said Northampton Street and extending northerly for about four miles to dividing line between City of Holyoke and Town of Easthampton.        | Nov. 2<br>1936   | "             | 5              |
| Northampton Road - widening the location beginning at a point about 1100 ft. distant southwesterly of Perry St., so called, and extending northeasterly about one-fourth of a mile to a point about 300 ft. distant northeasterly of said Perry Street.                     | Feb. 23<br>1937  | "             | 6              |



# LONGMEADOW

|   | Year.                                     | Book.                          | Page.       |
|---|---|--------------------------------|-------------|
| Relocation of highway leading from Main St. to railroad   | 1883                                      | 1                              | 27-28       |
| Plan of land taken for highway and station  | 1884                                      | 1                              | 29          |
| Plan of dam across brook in the woods about two miles east of West Longmeadow   | 1885                                      | 1                              | 51          |
| Road from Picowick Brook to state line  | 1888                                      | 1                              | 78-83       |
| Relocation of portion of Main street  | 1896                                      | 2                              | 25          |
| Relocation of Main St. from the Alvah Bolton place to South meadow road   | 1911                                      | 4                              | 79-83       |
| Relocation of Bliss road  | 1913                                      | 5                              | 117-118     |
| Location of Green-Acre Ave.   | 1918                                      | 6                              | 75          |
| Location of Belleclaire Ave.  | 1919                                      | 6                              | 92          |
| Location of Edgewood Ave. & Glenwood Circle   | "   | 6                              | 96          |
| " " Westmoreland Ave.   | "   | 6                              | 95          |
| Specific repairs on portion of Longmeadow St., commencing at boundary line between Springfield & Longmeadow   | 1922                                      | In drawer of Vol. 13, 157-77   |             |
| Plans for repair and improvement of a dam on Longmeadow brook   | 1922                                      | In drawer of case for plans    |             |
| Superseded by   | "   | 7                              | 11-14       |
| Specific repairs on portion of Longmeadow St. (in Vol. 15 pgs 23-30)  | 1923                                      | In drawer of Vol. 15           |             |
| " " " " " "   | "   | 7                              | 42          |
| Proposed alterations to dam, Sub Realty Company   | 1924                                      | 7                              | 44          |
| LAYOUT of Converse Street Extension from easterly end of Converse Street, Longmeadow, easterly to connect with Dickinson St. Extension, so called, at Springfield City Line and northerly to junction of Tiffany Street in Springfield. | Dec. meeting 1929<br>Plans signed in 1930 | 9                              | 6-8 Incl.   |
| Relocation and Alteration of <u>Field Road</u> , beginning at a point in the center <sup>line</sup> of the location of the N.Y. N.H. & H. R.R. formerly the Hartford and Springfield Railroad.  | 1930                                      | 9                              | 24-28 Incl. |
| Plan of relocation, alterations and specific repairs on Williams Street.  | 1933                                      | In drawer of Vol. 19 pgs 51-70 |             |
| Relocation, alterations and specific repairs on Shaker Road.  | 1935                                      | 10                             | 75-78       |



# LUDLOW

|   | Year. | Book. | Page.                      |
|---|-------|-------|----------------------------|
| Location of highway from Spring street in South Hadley Falls, through Chicopee and Chicopee Falls to Ludlow, between residence of Graver Crafts, Ludlow, and Four corners, south of residence of Byron Caswell, Ludlow. | 1880  | 1     | 3                          |
| Plan of Ludlow Centre Road  | 1896  | 2     | 2-10                       |
| Relocation of highway from Ludlow Village to Chicopee Falls line <i>Highway 5</i>   | 1899  | 2     | 83-97                      |
| Red Bridge Dam  | 1900  | 2     | <sup>80-87</sup><br>99-100 |
| Location of Hampton Railroad  | 1911  | 4     | 97-103                     |
| " " " " Highway Ludlow to Three Rivers relocated  | 1912  | 5     | 4-7                        |
| " " " " Ludlow Centre road. "   | "     | 5     | 8                          |
| " " " " Fuller road "   | "     | 5     | 9                          |
| " " " " Discontinuance of portion of Mero St.   | "     | 5     | 9                          |
| " " " " Extension of Maple St.  | "     | 5     | 9                          |
| " " " " Chicopee Falls road relocated   | "     | 5     | 9                          |
| Dam at Ludlow reservoir   | 1910  | 5     | 83                         |
| Relocation of West Street beginning at end of work in 1928 and running west to intersection of Epton Street.  | 1929  | 8     | 85                         |

Chicopee Falls

Continental

Folland

Wales

Westfield

West  
Springfield

Abraham

Ludlow



# MONSON

Year. Book. Page.

|  |      |    |  |
|--|------|----|--|
| Hastings' crossing   | 1890 | 1  | 110                                      |
| Alteration in grade crossing known as Silver street,<br>on Boston & Albany Railroad  | 1891 | 1  | 133                                      |
| Plan of North Main street  | 1896 | 21 | 80                                       |
| Relocation of High street  | 1899 | 2  | 67-74                                    |
| Relocation of Wales road, from South Main St. to road<br>laid out by County Commissioners in 1845  | 1908 | 4  | 25                                       |
| Relocation of Palmer & Brimfield highway   | "    | 4  | 30                                       |
| Relocation of Bushman street   | 1909 | 4  | 55, 56                                   |
| Relocation of Mill street  | 1911 | 4  | 104, 105                                 |
| Relocation of Thompson street  | "    | 4  | 106-108<br>17, 18, 32, 33                |
| Location of Southern New England R.R. Corporation.   | 1912 | 5  |  |
| Location of portions of High St. & Colburn Hill road   | "    | 5  | 90                                       |
| Plan of two dams on Twelve Mile Brook, on Silvers<br>St. property. (Vol. 15 Pages 1-14)  | 1922 |    | <del>Plans in<br/>drawing<br/>case</del> |
| Relocation, alteration & specific repairs on State Ave., formerly<br>known as "Quarry Road."   | 1923 | 7  | 15, 16                                   |
| <sup>2nd Vol. 15<br/>Pages 31-32</sup> Dam, plan of, repairs to dam on Chicopee Brook for Rubwood Wheel Co.  | 1923 |    | <del>Plans in<br/>drawing<br/>case</del> |
| Construction of Bethany Road laid out by Selectmen   | 1925 | 7  | 98                                       |
| Relocation and Alterations of Bliss St, from its intersection with<br>Main Street to its intersection with Bridge St, in Monson.   | 1927 | 7  | 107                                      |
| Dam, plan of, for lowering of an existing mill dam upon<br>premises owned by Town of Monson in locality formerly<br>known as No. Monson three which flows a stream of<br>water commonly called Chicopee Brook.   | 1930 | 9  | 36                                       |
| Relocation, etc. of State Avenue beginning at a point about 2000 ft<br>distant southerly of the Palmer-Monson line, extending in a<br>southerly direction for about 1/3 of a mile to a point about<br>450 ft. distant southwesterly of the road leading to Bridge. | 1931 | 9  | 106+107<br>45, 46, 47                    |
| Plan of relocation, alterations and specific repairs on <u>Wales Road</u> .  | 1933 | 10 | 47                                       |
| Plan of relocation, etc., on <u>Wales Road</u> .   | 1934 | 10 | 53+54                                    |
| Relocation, altera, & specific repairs on <u>Wales Road</u> .  | 1935 | 10 | 84                                       |
| Relocation on <u>Wales Road</u>  | 1936 | 10 | 116, 117                                 |
| Dam (swimming pool dam) on Conant Brook also known<br>as Thompson Brook for Charles E. Robbins.  | 1937 | 10 | 127                                      |

Monson

Montgomery

Palmer

Russell

Southwick

Springfield

Tolland

Wales

Westfield

West  
Springfield

Abraham



# State highways.

## MONSON

|  | Filed                           | Page | Plan |
|--|---------------------------------|------|------|
| Palmer road, from land of T. Foley, northeasterly to Wooden mill.  | Nov. 7<br>1894                  | 2    | 1    |
| Old Boston road, from Palmer line southeasterly to school house.   | Sept. 4<br>1901                 | 9    | 1    |
| Old Boston road, from Brimfield line northwesterly to school house.  | Mar. 31<br>1905                 | 9    | 2    |
| Beginning near cider mill in Monson and running northeasterly and southeasterly past pond to land of Mrs. A. W. Lincoln  | (See Palmer)<br>Nov. 27<br>1906 | 17   | 1    |
| Old Boston road, from Palmer town line, southeasterly, past land of L. M. Balkins, Irving Greene and H. H. Balkins to Palmer line (see Palmer, base 13 plan 11)  | Apr. 9<br>1908                  | 13   | 14   |
| Old Boston road. Location of four sections of highway  | May 8<br>1922                   | 13   | 16   |
| " " " Alteration of location of portions of state highway laid out in 1908.  | "                               | "    | 17   |
| Discontinuance of state highway from Palmer line near land of William H. Davenport, Charles Lane and Emma J. Calkins.  | Jan. 12<br>1925                 | 13   | 22   |
| A section of road beginning at a point near property of Wm. C. Fay & extending northerly to the dividing line between the Towns of Monson and Palmer.  | Jan. 14<br>1925                 | 2    | 2    |
| About four miles of road beginning at junction of Main Street and King Avenue in the village of Danville Monson extending in a southerly direction to Connecticut Line   | June 14<br>1926                 | 32   | 1    |
| Alteration of State Highway beginning at a point at the Flint Estate on Main Street to a point at properties of Rubwood Wheel Co. Inc. and J. H. & N. E. Nichols.  | Oct. 21<br>1927                 | 2    | 3    |
| Layout of 1 1/2 miles road beginning at northerly end of State Highway laid out under date of 7/1/24 and extending in a northerly direction in 3 sections to south-easterly end of State Highway laid out under date of Dec. 30, 1924. | Oct. 21<br>1927                 | 2    | 4    |
| Palmer Road, widening on north-easterly side of State Highway between stations 2+87.40 and 0+11.49.  | Aug. 11<br>1928                 | 9    | 3    |
| Palmer Road, alteration consists of widening the location beginning at the dividing line between the Towns of Palmer and Monson and extending in an easterly direction for about 1134 feet.  | Nov. 18<br>1930                 | 9    | 4    |
| Old Boston Road - about 1/6 of a mile, Layout consists of a widening on south-easterly side of State Highway in Palmer laid out 11/20/06 and 5/2/20, the widening being entirely in Monson.  | Jan. 9<br>1931                  | 13   | 29   |



# MONTGOMERY

Relocation of Russell & Montgomery road at Holcomb's corner

1895 1 186

Specific repairs on highway leading from Westfield to Montgomery  
batter, so called.

1922 7 6

Montgomery

Palmer

Russell

Southwick

Springfield

Tolland

Wales

Westfield

West  
Springfield

Abraham

County  
Comm



# PALMER.

|  | Year. | Book. | Page. |
|--|-------|-------|-------|
| Road in Three Rivers, leading from Frank Barker's to road leading to Belchertown.  | 1880  | 1     | 2     |
| Plan of portion of South Main street at Bonds Village  | 1881  | 1     | 1     |
| Plan of Dam erected on Chicopee River at the upper end of Sprague lot  | 1882  | 1     | 12    |
| Plan of State street in Bondsville   | 1883  | 1     | 19    |
| Location of highway in Bondsville, running past land of Timothy Lynes, on land of Humphrey Sullivan and past land of John Garvin and Daniel Sullivan                       | "     | 1     | 19    |
| Relocation of Springfield Road, Three Rivers from the most westerly of the tenement houses of the Otis Company, to the New London Northern Railroad.                       | 1883  | 1     | 21    |
| Relocation of the street west of the Common, leading from the Springfield Road to the house then occupied by R. C. Newell, Three Rivers                                    | "     | 1     | 21    |
| Relocation of the street leading from the house of R. C. Newell, Three Rivers, to the road to Palmer Depot.  | "     | 1     | 21    |
| Relocation of the street on the southerly side of the Common, Three Rivers, leading from the street on the westerly side of the Common to the Palmer and Belchertown Road. | "     | 1     | 21    |
| Relocation of the street extending southerly from the street on the southerly side of the Common, in Three Rivers, to the road to Graves', so called.                      | "     | 1     | 21    |
| Relocation of Springfield Road, Three Rivers, from the Depot to road leading from Palmer to Bondsville.  | "     | 1     | 22    |
| Relocation of highway from Shearer's corner to bridge over B. & A. RR. in Palmer village — also portion of Commercial street   | 1884  | 1     | 37    |
| Relocation of portion of Church St. in Thorndike   | 1887  | 1     | 54    |
| Widening of Commercial street bridge   | 1888  | 1     | 71    |

Palmer

Russell

Southwick

Springfield

Tolland

Wales

Westfield

West  
Springfield

Abraham



PALMER.

|  | Year. | Book. | Page           |
|--|-------|-------|----------------|
| Thorndike street   | 1889  | 1     | 94             |
| Gooley's crossing  | 1890  | 1     | 109            |
| Land taken for railroad purposes   |       | 1     | 178            |
| Separation of grades at Tenney's & Breckenridge's crossings  | 1892  | 1     | 142            |
| " " Blanchard's crossing   |       | 1     | 143            |
| Plan of dam for Palmer and Monson Electric Co.   |       | 1     | 162-164        |
| Separation of grades of Palmer & Belchertown Road and New London Northern Railroad in Palmer                     | 1894  | 1     | 186            |
| Relocation of highway at Ferrell's crossing on road leading from Palmer Depot to Three Rivers                    | 1895  | 2     | 20             |
| Dam at Barrett's Junction, partly in Palmer & partly in Belchertown  | 1897  | 2     | 35             |
| Sub-grade crossing, Ferrell's Crossing   |       | 2     | 41             |
| Relocation of South Main Street  | 1898  | 2     | 44-45          |
| " Commercial & High streets in Thorndike   | 1899  | 2     | 64-66          |
| " Springfield Road, Three Rivers   | 1900  | 2     | 105-106        |
| Separation of grades of New London Northern Railroad Co. and Palmer and Springfield road, at Wire Mill Crossings | 1901  | 3     | 16             |
| Dam of Otis Company across Chicopee River in Three Rivers  | 1900  | 3     | 37             |
| Relocation of Thorndike street   | 1903  | 3     | 70             |
| Dam of Palmer Water Co.  | 1905  | 3     | 85, 108        |
| Location of private railroad to cross Commercial St. at grade  | 1906  | 3     | 107            |
| Relocation of Old Belchertown road, in Three Rivers  | 1908  | 4     | 26-28          |
| " Bridge St. in Three Rivers   | 1911  | 4     | 65             |
| Location of Hampden Railroad   | 1911  | 4     | 71-77          |
| " " Relocation of Highway from Thorndike to Hastings' Crossing   | 1912  | 5     | 1-2, 10        |
| " " " " " " Ronsaville   |       | "     | 3              |
| Alteration of Blanchard's crossing, Bridge #93, B. & A. RR.  |       | "     | 12             |
| " Commercial St. " " #96, " " "  |       | "     | 13             |
| Location of Southern New England RR. Corporation   |       | 5     | 172-2<br>34-41 |
| Dam across Chicopee River in Three Rivers, Palmer. Otis Co.  | 1910  | 5     | 82             |
| Alteration of Main street crossing, B. & A. bridge #95.  | 1912  | 5     | 84-85          |
| Alteration of Blanchard's crossing, Bridge #94, B. & A. RR.  | 1913  | 5     | 100            |



# PALMER.

|   | Year. | Book. | Page.          |
|---|-------|-------|----------------|
| Discontinuance of Breckinridge St.  | 1914  | 6     | 6              |
| Land taken by B. & A. R.R. Co. for railroad purposes  | "     | "     | "              |
| Relocation of portions of Main and Church Sts.  | "     | "     | 10             |
| Dam of Palmer Water Co.,  | 1916  | "     | 28             |
| Relocation of highway leading from Palmer, through Thorndike to Bondsville  | "     | "     | 35-41          |
| Location of highway from Ware to Palmer under acts 1915, ch. 221, § 1, no. 8  | 1917  | "     | 55-62          |
| Relocation of portion of Shearer St.  | 1918  | "     | 64-68          |
| Relocation of portion of highway leading from Palmer depot to Bondsville over the Dutton bridge.  | "     | "     | 69             |
| Relocation of Main street and Depot street, in Bondsville   | 1919  | "     | 116, 117       |
| Relocation of highway in Three Rivers and Thorndike   | 1921  | 7     | 56-62          |
| Relocation of portion of Park street  | 1922  | 7     | 1              |
| Relocation and Alteration of High Street in the village of Thorndike, in the Town of Palmer.  | 1925  | 7     | 88+89          |
| Relocations and alterations of Old Ware Road leading from Whipple's Crossing past Forest Lake to the new State highway leading from Palmer to Ware.   | 1925  | 7     | 95, 96+97      |
| Relocation of main street from its intersection with the westerly side of Central Street and the easterly side intersection of Church Street in Depot Village of said Palmer.   | 1926  | 8     | 19             |
| Relocation etc., of River Road from its intersection with the Palmer Road in the village of Thorndike near track of the Ware River Railroad, to Whipple's Bridge.   | 1926  | 8     | 20, 21, 22, 23 |
| Relocation <sup>etc.</sup> of Thorndike Road from its intersection with Park St. in the Depot Village to the State highway leading from said road to Ware at a point near St. Thomas' Cemetery  | 1926  | 8     | 24, 25, 26     |
| Relocation of Belchertown Road, leading from northerly terminus of Bridge St., near crossing of Athol Branch of B. & A. R.R. northerly to Belchertown Town line.  | 1927  | 8     | 43, 44, 45     |
| Relocation and Alteration of Bondsville Road leading from Four Corners so called northerly to the village of Bondsville, in Palmer, <u>also plan showing land taken</u> for highway purposes of the Turners Falls Power and Electric Company. | 1927  | 8     | 46+47          |

Russell

Southwick

Springfield

Tolland

Wales

Westfield

West  
Springfield  
Abraham



# PALMER.

|   | Year. | Book.     | Page                                   |
|---|-------|-----------|--|
| * Alterations in crossings B & A Bridge Nos. 81.89 and 82.16 Boston Post Road, and new highway on northerly side of Railroad.   | 1928  | 8         | 52, 53, 54, 55, 56, 57                 |
| Relocation <sup>+ layout</sup> of Three Rivers Road in Palmer beginning at Wilbraham-Palmer line and going easterly to a point near the Palmer mills of the Otis Company, a distance of about one and three-eighths miles.  | 1928  | 8         | 61-67 inclusive                        |
| Plan - alterations in crossings B & A Bridge Nos. 81.89 and 82.16, Boston Post Road - filed with amendment to substitute location report filed July 25, 1928 and made a part thereof. (Case No. 24-1928.)   | 1929  |           | Plan in drawer of plan case.           |
| Relocation of Pleasant Street or Bondville Road leading from Church Street in village of Thorndike northerly to highway running from village of Bondville to <sup>Four</sup> corners.   | 1929  | 8         | 96-99                                  |
| Alteration in crossing, B & A Bridge No. 81.09, Brimfield Road.   | 1930  | 9         | 38 & 39                                |
| Relocation, and alteration on Forest Lake Road beginning at its junction with the State Highway leading from Ware to Palmer Center, (as laid out Oct. 10, 1917) westerly and southerly for about 2 1/2 miles to the easterly side of Church St., so-called, in the easterly part of Thorndike Village. (Vol 19 - Page 1-22) | 1930  |           | <del>Discontinued plan case</del>      |
| Relocation of portion of River Road (also known as Forest Lake Road) lying between Church Street and Gay Avenue in the village of Thorndike.  | 1932  | 10        | 15                                     |
| Alteration or relocation of <u>Mason District Road</u> from where it joins the road westerly side of the State Highway from Palmer to Warren so that it may be in, approx. its original location prior to 1912.   | 1935  | 10        | 86                                     |
| Discontinuance of that part of the <u>Mason District Road</u> as relocated July 3, 1912, said 1912 relocation being shown on plan of Southern Ry. Eng. RR Corp. Relocation of Road, Address No. 7-H, filed in the records of the County Commr, Plan Bk 5, Page 378. (Vol 22, Page 42-41)                                    | 1935  | 10        | 87                                     |
| Relocation, altera. and specific repairs on <u>Bondville Road</u> .   | 1935  |           | <del>Plan in drawer of plan case</del> |
| <u>Dam</u> - proposed reconstruction, and proposed temporary repairs - S. C. S. Box Code. (F. H. Sherman).  | 1936  | 118 & 119 | Bk 10                                  |
| Alteration in Crossing (Church Street) Station 4+79.5 over B & A RR (Ware River Branch) N. Y. Central RR Co. Lease.   | 1937  | 10        | 129                                    |



# State Highways

## PALMER

Filed Case Plan  
~~Book~~ ~~Book~~ ~~Book~~

Discontinuance of State Highway from Monson line to road leading to Three Rivers.

Jan. 12  
1925 13 23

About two-thirds of a mile of road commencing at the dividing line between the towns of Monson and Palmer, <sup>defined by middle of Quabog River & extending along South Main Street</sup> to a point beyond the Palmer Water Commissioners <sup>Fire District No. 1</sup>

Jan. 16  
1925 30 1

About one-tenth of a mile of road beginning at or near South Main Street & extending along the Tenney Road <sup>and</sup> in two sections, to a point at or near Park Street.

Nov. 28  
1925 30 2

About one-half mile of road located on northerly side of Boston and Albany Railroad near underpass at Railroad Bridge Nos. 81.89 and 82.16

Sept. 18  
1928 36 1

Boston Post Road, Alteration consists of widening on both sides of State Highway beginning at a point on Boston Post Road about 1100 ft. westerly of its junction with Primfield Rd & extending easterly about 2000 ft. along Boston Post Rd. & along Primfield Rd. from aforesaid junction about 900 ft. to dividing line between Towns of Palmer & Monson as defined by the middle of the Quabog River.

Nov. 18  
1930 13 26

Boston Post Road, Alteration consists of a widening on southerly side between station 109+98.64 (laid out in <sup>May 2</sup> 1922) and station 120+16.24.

Dec. 31  
1930 13 27

Boston Road, Alteration consists of widening on southeasterly side between station 66+53.69 (near property of Field and Anne Johnson) and station 68+83.04.

Jan. 9  
1931 13 28

Boston Post Road - Discontinuance of a section of Boston Post Road beginning at a point about 110 ft. distant north-easterly of B & A R.R. underpass, about 1/4 mi. westerly of Central Mass. Power Co. station, thence southerly and easterly about 1/3 mi. to southwesterly side of location of said railroad at former underpass about 500 ft. easterly of said power station.

May  
18, 1933 13 32

Park Street - alteration consists of widening location of State Highway and is located on northeasterly side of road just northwesterly of High and Pinney Streets.

Nov. 21  
1936 13 33

Russell

Southwick

Springfield

Tolland

Wales

Westfield

West  
Springfield  
Libraham



## State highways.

## PALMER

|  | Filed<br>date    | Acres<br>cont. | Plan<br>Page |
|--|------------------|----------------|--------------|
| Old Boston road, commencing at land of H. Harvey and running southeasterly past ice pond.  | Oct. 31<br>1899  | 13             | 3            |
| Old Boston road, from 1st. 1899 lay out, southeasterly   | Dec. 11<br>1899  | 13             | 4            |
| Old Boston road, from 2d. 1899 lay out, southeasterly, crossing Boston & Albany R.R. twice.  | June 25<br>1900  | 13             | 5            |
| Old Boston road, from pond, southeasterly to land of L. A. Munger  | Apr. 17<br>1901  | 13             | 7            |
| Old Boston road, from land of L. A. Munger, southeasterly to Quaboag river.  | June 15<br>1901  | 10             | 1            |
| From point opposite house of Lewis A. Bonant on existing road leading from Palmer to Warren, northeasterly to a point on said road near the bridge over the Quaboag river in Palmer. | Sept. 15<br>1905 | 16             | 1            |
| Beginning near cider mill in Monson and running northeasterly and southeasterly past pond to land of Mrs. A. W. Lincoln.   | Nov. 28<br>1906  | 17             | 1            |
| Old Boston road, from Wilbraham line, southeasterly past land of F. C. Balkins, Randall, Orving Greene, H. H. Balkins and H. D. Thayer.  | Apr. 9<br>1908   | 13             | 11           |
| Old Boston road, from point near bridge over Quaboag river in Palmer, past land owned by Chas. Shaw and Estate of Calvin Blodgett and Israel Harmon to Warren line.                  | Apr. 9<br>1908   | 13             | 12           |
| Old Boston road, from road leading to Brimfield, northeasterly past land of Geo. Stone, Elthorpe, Joseph Skora, B. C. Robbins and Louis A. Bonant.                                   | Apr. 9<br>1908   | 13             | 13           |
| Beginning at land of Mrs. A. W. Lincoln and running northeasterly across the Quaboag river, nearly to the B. & A. crossing   | Sept. 1<br>1909  | 17             | 2            |
| Relocation of two portions of state highway one on easterly, the other on westerly side of Quaboag River.  | Dec. 20<br>1909  | 17             | 3            |
| Beginning at end of 1909 layout & running easterly to junction of roads to Three Rivers & Palmer village   | Dec. 18<br>1913  | 17             | 4            |
| Change of above location   | July 5<br>1915   | 17             | 5            |
| From Ware to Palmer centre   | Oct. 30<br>1915  | 24             | 1            |
| Old Boston road. Alteration of portions of state highway laid out in Palmer in 1906, 1908 & 1909.  | May 8<br>1922    | 13             | 16           |



# RUSSELL

|  | Year. | Book.                             | Page.                  |
|--|-------|-----------------------------------|------------------------|
| Relocation of road from Fairfield to Russell Road,<br>near Crosby's Hotel.   | 1889  | 1                                 | 90, 91                 |
| Profile of road one mile west of Fairfield's mill  | 1890  | 1                                 | 107, 108               |
| Plan and sections of reservoir dam for fire purposes   | 1898  | 2                                 | 77                     |
| Plan of dam of Otto Fibre Board Co.  | 1906  | 3                                 | 109-120<br>(109A-108B) |
| Plan of abolition of grade crossing "Montgomery Road"  | 1908  | 4                                 | 16                     |
| Relocation of Russell-Blandford stage road   | 1910  | 4                                 | 63                     |
| Relocation of Blandford Turnpike in Russell from near property<br>of Alfred Crosby to Russell town line.   | "     | 4                                 | 66-68                  |
| Relocation of Pitch Hill road  | 1912  | 5                                 | 14, 15                 |
| Relocation of Blandford Turnpike from junction of Pitch Hill<br>road to town line between Russell & Blandford  | "     | "                                 | 16                     |
| Plan of dam of Russell Falls Paper Co.   | 1908  | "                                 | 62-64                  |
| Plans of diversion tunnel and dam on Little River.   | 1927  | In drawer<br>of plan case         |                        |
| Dam and Reservoir, plans of, Cobble Mountain, in Blandford, Russell<br>and Greenville, Mass. (Vol 18 Pages 1-30).  | 1928  | <del>in drawer of plan case</del> |                        |
| Location of witness monuments in reference to old monument<br>corner Blandford, Greenville and Russell, covered<br>by water in Cobble Mt. Reservoir.   | 1930  | 9                                 | 44                     |
| Layout, etc. of highway starting at a point on the Russell-<br>Blandford Town line a distance of 107.5' in a south-<br>west direction from a monument marking the town<br>line, etc. to a point on the Russell-Greenville Town<br>line, which point is 58.8' in a north-west direction<br>from a monument marking the above town line. | 1932  | 10                                | 6                      |
| Re-establishment of portion of <u>Pine Hill Road</u> .   | 1937  | 10                                | 159, 161<br>160.       |

Russell

Southwick

Springfield

Tolland

Wales

Westfield

West  
Springfield

Albany



# RUSSELL

Filed Case Plan  
Date Month Page

River Road, alteration in, consists of widenings on both sides, beginning at a point near the northerly end of Russell Village extending in a general northerly direction to the dividing line between towns of Russell and Huntington.

Jan. 19  
1929

21

36

Blanford Road, alteration: widening and re-establishing State highway location beginning at a point about two miles distant easterly of the dividing line between the towns of Russell & Blanford, & extending easterly for about nine-tenths of a mile to the location of State highway on River Road.

Aug. 29,  
1934

23

2

County

Comm

Southwick

Springfield

Tolland

Wales

Westfield

West  
Springfield

Abraham



## State highways.

## RUSSELL

|  | Filed.<br>Date.   | Page<br>Book. | Plan<br>Page. |
|--|-------------------|---------------|---------------|
| River road, from Chapin and Gould's mill, northwesterly to Hunting-<br>ton line.   | Sept. 21<br>1894  | 21            | 2             |
| Fairfield end of Russell road, from land of A. Bosby southwesterly<br>and northwesterly to Fairfield Paper Co.   | Oct. 5<br>1894    | 21            | 3             |
| River road, from Chapin and Gould's mill, southwesterly to bridge.   | Aug. 13<br>1895   | 21            | 4             |
| River road, from land of one Bosby, southeasterly to Westfield line.   | July 9<br>1896    | 21            | 6             |
| River road, northwesterly past Fairfield Stock farm and land<br>of A. L. Quance.   | Sept. 9<br>1896   | 21            | 8             |
| River road, northwesterly past land of A. L. Quance.   | Nov. 5<br>1896    | 21            | 12            |
| River road, from land of A. L. Quance, northwesterly to land<br>of Geo. Bemis.   | Aug. 26<br>1897   | 21            | 13            |
| River road, from land of Geo. Bemis northeasterly and north-<br>westerly to land of one Linker.  | May 27<br>1898    | 21            | 14            |
| River road, from bridge, running southeasterly and south-<br>westerly passing land of Chapin and Gould and<br>Wm. Mortimore.   | Oct. 6<br>1898    | 21            | 16            |
| River road, from land of one Linker northeasterly and north-<br>westerly to land of Wm. Mortimore.   | Aug. 17<br>1899   | 21            | 20            |
| River road, connecting 1st & 2d sections of 1898 lay out,<br>Commencing at Blaudford line, Woronoco Village and extending<br>about 3 miles southeasterly.  | July 11<br>1916   | 21            | 27            |
| About one-half mile of road in Russell, beginning southerly of Town<br>Hall and extending about 700 ft. northwesterly.   | June 13<br>1917   | 23            | 1             |
| River Road, Alteration on easterly side State Highway from point<br>near property of Charles Bruno, sta. 199+67.95 of 1924 layout to<br>point near property of Ernest de Coteau, sta. 185+20.11 of 1898 layout.  | Sept.<br>19, 1924 | 29            | 1             |
| River Road, Discontinuance of, beginning at dividing line between<br>City of Westfield and Town of Russell extending in a general<br>north-westerly direction to a point near north-westerly end of<br>Russell Village.  | May 2<br>1925     | 21            | 32            |
| River Road, about 3 1/3 miles of road beginning at dividing line between<br>City of Westfield and Town of Russell and extending in a general<br>north-westerly direction to the south-easterly end of State High-<br>way laid out in Russell under date of Sept. 10, 1924, or to a point<br>near property now or formerly of Floyd Hillbert. | Sept. 18<br>1928  | 21            | 33            |
|  | Sept. 25<br>1928  | 21            | 34            |



# SOUTHWICK

Year. Book. Page.

Alteration of Long Yard road running from East elt. past its intersection with Powder Mill road to the brook; and change of grade crossing of the New Haven and Northampton Co. at East elt.

1881 1 14

Plan showing change of highway near Southwick Depot

1887 1 59, 64

Relocation of part of highway from Granville, through the notch to the Westfield Road in Southwick

1892 1 121-132

Location of highway, beginning at a point near the Post Office and extending south-easterly for the distance of about 19,500 feet. (See map of the town of Southwick)

1918 6 76-90

Relocation of part of Point Grove road.

1919 6 94-99

Location as a county way of a road in the Town of Southwick, beginning at Booley's corner and extending in a general south-easterly direction along the Granville road. (In Vol. 14 Pages 46-72)

1922 7 23-41

Relocation & location of highway leading from Southwick Centre to Suffield, between bridge of N.Y. N.H. & H. R.R. Co. and school house in South Longyard, so-called. South Longyard Road

1922 7 23-41

Specific Repairs on part of Congamond Road

1925 7 92

Location of Congamond Road leading from Gillett Corner to West Suffield Town line.

1926 8 13-18

Dam, plan of - for construction of a dam on land belonging to Prospero de Bona across a small stream on his property.

1930 9 11+12

Relocation and alteration on Point Grove Road, Sheep Pasture Road and Depot Street.

1930 9 69-74

Supplementary Plan "B" showing relocation of spillway from east end of Dam to extreme west end. Dam belonging to Prospero de Bona.

1930 9 45

Plan showing work done on Depot St. also known as South Longyard Rd. together with bridge or culvert work.

1932 10 25-28

See last Page

Southwick

Springfield

Tolland

Wales

Westfield

West Springfield  
Abraham



State highway

SOUTHWICK

From Westfield-Southwick line to Southwick-Graubly/bonn. line

| Filed<br>year   | Case<br>book | Page |
|-----------------|--------------|------|
| 1922<br>January | 27           | 1    |

County  
Comm



# SPRINGFIELD

|  | Year. | Book.                          | Page.    |
|--|-------|--------------------------------|----------|
| Section or trustees of Bangs' Dam across Mill River<br>near Locust and Mill Sts.   | 1882  | 1                              | 10       |
|  | 1901  | 3                              | 45-38    |
| Plan of site for new Hampden County Jail   | 1884  | 1                              | 38       |
| Relocation of Berkshire St.  | 1885  | 1                              | 48-49    |
|  | 1901  | 3                              | 40       |
| Plan of Hampden County Court House and lot   | 1887  | 1                              | 66       |
| " Main street at Boston & Albany Railroad<br>crossing  |       | 4                              | 46       |
|  | 1888  | 1                              | 67       |
| Springfield Station grounds of Boston & Albany<br>Railroad crossing  | "     | 1                              | 68       |
| Profile of Main street crossing at Boston & Albany<br>Railroad crossing.   | "     | 1                              | 69       |
| Change of grade of Boston & Albany Railroad<br>co. at Parker street  | 1889  | 1                              | 89       |
| Change of grade of Boston & Albany Railroad<br>co. at Armory street  | 1892  | 1                              | 145      |
| Location of abutments at St. James Ave. on the<br>Boston & Albany R.R. co.   | "     | 1                              | 168      |
| Relocation of St. James Ave. at Boston & Albany<br>Railroad  | "     | 1                              | 170      |
| Land taken for railroad purposes, westerly of<br>St. James Ave.  | 1893  | 1                              | 175, 176 |
| Plan showing repairs ordered for Boston & Albany<br>Railroad bridge over Main street   | 1894  | 1                              | 179      |
| Alterations in grade crossing of Boston & Albany<br>Railroad at Pasco Road   | 1895  | 1                              | 184      |
| Dam of the Bircham Bend Power Co. at Bircham<br>Bend on Chicopee River.  | 1900  | 2                              | 116      |
|  | 1901  | 3                              | 39       |
| Plan of Truant School Building & lot   | —     | 3                              | 13-15    |
| Line, grade and approaches of a new bridge<br>across the Connecticut River, between<br>Springfield and West Springfield                        | 1901  | in small drawer<br>in map case |          |
| Tracks, grounds and buildings of the New York,<br>New Haven & Hartford R.R. co. affected<br>by Commissioner's finding as to said new<br>bridge | "     | "                              | "        |

Springfield

Tolland

Wales

Westfield

West  
Springfield

Albany



# SPRINGFIELD

|   | Year. | Book.                                  | Page     |
|---|-------|--|----------|
| Alteration of Warner street crossing - Summer Ave. extension  | 1901  | 3                                      | 13       |
| Widening of Bridge at Plainfield street   | 1902  | "                                      | 42       |
| " " " Berkshire "   | "     | "                                      | 43       |
| New bridge across tracks of New York, New Haven & Hartford Railroad Co. at St. James Ave.   | "     | in partial<br>drawings of<br>maps etc. |          |
| Separation of grades at South End Bridge crossing   | 1903  | 3                                      | 55       |
| Plan of dam on South Branch of Mill River at Sixteen Acres, J. Stevens Arms & Tool Co.  | 1905  | "                                      | 82-6     |
| Plan showing alteration of a crossing of the Athol Branch of the Boston & Albany Railroad Co. - Worcester St. near Fileroid Mfg. Co., Indian Orchard. | 1906  | "                                      | 86       |
| Plan showing relocation of highway leading from Parker street easterly past the Ludlow bridge to the Wilbraham line.                                  | "     | "                                      | 87       |
| Plan of Hampden County court house and lot (next to First Church)   | 1875  | "                                      | 4 2-6    |
| Location of public way across tracks of Connecticut River Railroad Co., overhead crossing, connecting Birnie Ave. and Fish Ave.                       | 1907  | 4                                      | 8        |
| Land taken by Boston & Albany Railroad Co. for depot purposes (Summer street)   | "     | "                                      | 10       |
| Location of private railroad, by Springfield Gas Light Co., to cross Howard and Bliss streets at grade  | "     | "                                      | 11       |
| House of correction   | 1871  | "                                      | 15       |
| Court square  | 1858  | 4                                      | 47, 48   |
| Lower House. Proposed reinforced footing under tower.   | 1910  | 14                                     | 5        |
| Location of Hampden Railroad  | 1911  | 4                                      | 49, 50   |
| Alteration of Parker St. crossing Indian Orchard. Bridge 102' B. & A. RR.   | 1912  | 5                                      | 64       |
| River front   | 1913  | "                                      | 84-86    |
| Alteration of St. James Ave. crossing   | 1913  | 5                                      | 87-113   |
| " Plainfield St. crossing   | 1914  | 6                                      | 5        |
| Relocation of Springfield road  | 1911  | 4                                      | 122, 123 |
| Relocation of River road & Old Boston road from Ludlow bridge to Moran's bridge   | 1911  | 4                                      | 72-74    |
| Pecousie Ave. property exchanged by city of Springfield & county of Hampden   | 1916  | 6                                      | 34       |
| Public way across tracks of the Hampden RR. Co. & the Boston & Albany RR. Co., East Springfield   | "     | 6                                      | 47       |



# SPRINGFIELD

|  | Year.                                 | Book. | Page.                                 |
|--|---------------------------------------|-------|---------------------------------------|
| Alteration of St. James Ave crossing   | 1917                                  | 6     | 91                                    |
| Berkshire St. crossing, B. & A. Bridge No. 94.00 (old No. 102 e.)  | 1919                                  | 6     | 93                                    |
| Plan of dam across Pecousic Brook, in Forest Park (Porter Lake)  | 1920.5                                | 6     | 94                                    |
| Springfield + West Springfield bridge  |                                       | 8     |                                       |
| Dam across Pecousic Brook, in Forest Park (Fountain Lake)  | 1922                                  | 7     | 34<br>3 and 4                         |
| Plan showing alteration of bridge known as B. & A. bridge no. 98.31 and also called Dwight Street Underpass, at North Street.  | 1924                                  | 7     | 82                                    |
| Re numbering of Main Street from the Chicopee line to Columbus Avenue. (Vol 14 Pages 15-26)  | 1926                                  |       | <del>Indrauer of map case</del>       |
| Plans of diversion tunnel and dam proposed to be built on Little River. Bd. of Water Commrs. City of Springfield, Petrs. (Vol 17 Pages 35-50)  | 1927                                  |       | <del>Indrauer of map case</del>       |
| Layout of new public way from a point at or near junction of Tiffany St. with Dickinson Street Extension to called southerly over Dickinson Street Extension to Longmeadow Town Line and thence westerly to easterly end of Commerce St. | Dec. Meeting 1929 Plan signed in 1930 | 9     | 1-5 Incl.                             |
| Private railroads to cross at grade Mechanics, Howard, Bliss and State Streets in Springfield, west of and connecting with the New York, New Haven and Hartford Railroad Co., by United Electric Light Company.                          | 18                                    | 65-70 | Dec. Meeting 1929 Plan signed in 1930 |
| Location for a siding track across a travelled way at Indian Orchard in the City of Springfield. (Chapman Valve Mfg. Co.)  | 1929                                  | 9     | 9                                     |
| Plans of Springfield District Court Building, electrical, heating and plumbing.  | 1929                                  |       | <del>Indrauer of map case</del>       |
| Parker Street relocation, Boston Rd to Wilbraham Rd.   | 1931                                  | 9     | 89-93                                 |
| Reconstruction of bridge at Armory Street over tracks of Boston and Albany Railroad (Known as B & A Bridge 97.48).   | 1932                                  | 10    | 9                                     |
| Relocation of Parker Street from Wilbraham Road southerly and South Branch Culvert Extension.  | 1933                                  | 10    | 33, 34, 35, 36, 37                    |
| Rebuilding of Armory Street Bridge over N. Y. N. H. & H. R. R. also approaches to bridge.  | 1935                                  | 10    | 69, 70 + 71                           |
| Plans of Parker and Cooley Streets. (Vol 20 Pages 1-23)  | 1935                                  |       | <del>Indrauer of map case</del>       |

Tolland

Wales

Westfield

West Springfield

Abraham



## TOLLAND

|  | Year. | Book. | Page.  |
|--|-------|-------|--|
| Location of highway between Clark Ct. & Farmington River   | 1903  | 3     | 71-74  |
| Layout, relocation, alteration and specific repairs of highway in Tolland, beginning at Sandisfield line and extending southerly to state line, along the general route of the Farmington River road, so-called. (Vol 16 Pages 7-14)<br>(Vol 16 Pages 1-6) | 1925  |       | ( <del>transmission of</del><br><del>can for plans</del> ) |
| Relocation of a portion of the Main Road, beginning at the dividing line between Groville and Tolland, extending thence northwesterly about 725 feet (station 13+85.24).   | 1932  | 10    | 30   |
| Alterations and Repairs to <u>Dam</u> owned by H. H. & R. P. Hard.   | 1934  | 10    | 52   |

Tolland

Wales

Westfield

West  
Springfield  
Albany



# State Highways TOLLAND

About seven-tenths of a mile of road beginning at dividing line between town of Colbrook, Conn., and town of Tolland & extending in a general northerly direction to dividing line between towns of Sandisfield and Tolland.

| Filed<br>Year    | Case<br>Book | Page |
|------------------|--------------|------|
| Dec. 17,<br>1926 | 34           | 1    |

County  
Comm



# WALES

Year. Book. Page.

Location of highway

1919 6 100-115

Relocation of Monson Road beginning at the dividing line between the Towns of Monson and Wales extending easterly, in part by cut-offs or new locations of present road for about  $\frac{5}{8}$  of a mile.

1930 9 40, 41, 42

Relocation<sup>etc</sup> of Monson Road, beginning at easterly end of 1930 layout, about 0.74 of a mile easterly of the Monson line, extending easterly for 1000 ft.

1931 9 102

Relocation of Monson Road in two sections; beginning at property of Albert E. Dunham and ending at property of Austin E. Wheeler; beginning at property of Everett E. & Ada Bradley and ending at said Bradley property.

1932 10 16 & 17

Plan of relocation of Monson Road beginning at sta. 70 (Everett and Ada Bradley property) and going to sta. 90 (Emma J. Shaw - Randolph D. Shaw property).

1933 10 43 & 44

Plan of relocation, etc. on Monson Road.

1934 10 55 & 56

Substitute Plan on relocation of Monson Road. (1933)

1935 10 67 & 68

Relocation, altera. & specific repairs on Monson Road.

1935 10 79

Relocation of Monson Road.

1936 10 107-109 incl.

Wales

Westfield

West  
Springfield  
Abraham



State highway.

WALES

Main street from Brimfield line, southwesterly to land of Gardner Shaw.

Filed  
Date

Grass  
Book

Plan  
Page

Oct. 9  
1901

8

1

About four miles of road, beginning at the southerly end of the state highway already constructed and extending southwesterly to the dividing line between the Commonwealth of Massachusetts and the state of Connecticut at the Stafford town line.

Aug. 31,  
1920

County Comm.  
A. J. D. 1920  
# 70.

Stafford Road - widening the location beginning at northerly boundary of property of Harold Bradway on easterly side of said road and extending southwesterly for about a mile to the dividing line between the towns of Wales, Mass. and Stafford, Connecticut.

March 27,  
1939

42 1



## WESTFIELD

|  | Year.  | Book. | Page.   |
|--|--------|-------|---------|
| Noble street - relocation of   | 1883   | 1     | 20      |
| Relocation of East side of Elm street  | 1884   | 1     | 32      |
| Plan showing vicinity of Elm and Orange street crossings - HOLYOKE WATER POWER CO.                     | 1887   | 1     | 60-61   |
| Plan showing south line of Elm street from the New Haven & Northampton RR. Co. tracks to Meadow street | 1889   | 1     | 75      |
| Relocation and widening of South Maple street  | -      | 1     | 86, 87  |
| Extension of Parker Ave. through land of R. Yeaman, E. Collins and others                              | "      | 1     | 88      |
| Relocation of road from Fairfield to Russell road near Crosby's Hotel                                  | "      | 1     | "       |
| Map of property of L. A. Hastings  | 1890   | 1     | 174     |
| Alteration of crossings of New Haven & Northampton Co. at Chapel, Thomas, Main and Silver streets.     | 1891   | 1     | 111-119 |
| Relocation of portion of highway leading from Lawler's Bridge to cross road at Orlando Breckenridge's. | 1892   | 1     | 146-150 |
| Land taken for street purposes at junction of Pochassie street and Park Ave.                           | "      | 1     | 154     |
| Extension of Pearl street from Day Ave. to Noble Ave.  | 1893   | 1     | 167     |
| Alteration of portions of Mill street and south Maple street   | "      | 1     | "       |
| Separation of grades at north Elm street   | { 1894 | 1     | 185     |
| Profile showing new grade of Boston & Albany Railroad tracks at north Elm street                       | { 1896 | 2     | 15-16   |
| Relocation of Old Montgomery road  | 1894   | 2     | 21-23   |
| " " Union street   | 1896   | 2     | 24      |
| " " Main street  | "      | 2     | 27-34   |
| Main street - vicinity of iron bridge over Little River  | 1897   | 2     | 38-40   |
| Separation of grade of Boston & Albany Railroad at Colburn's & Morse's crossings                       | 1898   | 2     | 43      |
|  | 1899   | 2     | 75      |



# WESTFIELD

|  | Year. | Book. | Page       |
|--|-------|-------|------------|
| Dam across Little River - Crane Bros. petitioners.   | 1901  | 3     | 19         |
| Separation of grades - Elm street  | 1902  | 3     | 23         |
| Land owned by county, Prospect Hill School Lot.  | 1896  | 3     | 41         |
| Relocation of Northampton Road from Notre Dame St. to junction of Southampton & Pond Roads.  | 1903  | 3     | 50, 51     |
| Relocation of west line of Elm street between Arnold & Orange streets  | "     | 3     | 75         |
| " " Lloyd's Hill road  | 1906  | 3     | 88         |
| " " Old Montgomery road and Union street and Union Ave.  | "     | 3     | 89         |
| " " Pochassic street   | "     | 3     | 90         |
| Powder mill brook dam  | "     | 3     | 126        |
| Relocation of Main street between Elm St. and Taylor Ave.  | 1908  | 4     | 31         |
| Relocation of Southwick road from terminus of South Maple St. southerly to Southwick line  | 1910  | 4     | 57-60      |
| Relocation of West Silver St. between Pleasant & Court Sts.  | 1911  | 4     | 69, 70     |
| Relocation of Elm street   | 1912  | 4     | 134        |
| Relocation of Broad street   | "     | 4     | 135        |
| Relocation of Elm St. between Main & Meadow Sts.   | "     | 5     | 58, 59     |
| Abolition of Lane's & Lee's crossings  | 1913  | 5     | 104        |
| Relocation & establishment of bounds of Montgomery road and Russellville upper road in Weyden  | 1914  | 6     | 2-4        |
| Relocation of portion of South Meadow road   | 1916  | 6     | 30         |
| Relocation of a portion of Meadow Street   | "     | "     | 29         |
| Relocation of portion of South Maple St.   | 1918  | "     | 63         |
| Alteration of North Elm St. & Union St. crossings in Westfield, B. & A. bridge, No. 107, 86 (old No. 121)  | "     | "     | 74         |
| Relocation of Western Ave. extension   | 1920  | 7     | 17         |
| Relocation of Granville road.  | "     | "     | 16, 19     |
| Relocation of Loomis street  | "     | "     | 20, 21     |
| Relocation and specific repairs on Southampton road between Southampton town line & foot of Lloy Hill (Vol. 13 Pgs 33-56)  | "     | "     | 33-56      |
| Alteration, specific repairs and discontinuance of portion of highway between Westfield and Southampton (Vol. 12 Pgs 39-70)  | 1921  | "     | 39-70      |
| Alteration in railroad crossing where highway leading from Westfield to Southampton, otherwise known as Northampton Road crossed the Holyoke and Westfield Railroad, location of the highway, location of the tracks of Holy St. Rly. in the bridge at road crossing | 1925  | 7     | 83, 84, 85 |



# WESTFIELD

|  | Year. | Book.  | Page.                  |
|--|-------|--|------------------------|
| Bds. of Public Works, City of Westfield, Petrs. for approval of plans and specifications of reservoir and dam on Pillsbury Brook in Granville  | 1927  | (Vol 17 Pages 1-34)                                  | <del>Plans drawn</del> |
| Bd. of Public Works, City of Westfield, plan-typical cross section of Granville Dam on Pillsbury Brook filed with petition for modification.   | 1929  | 8  | 69                     |
| Layout, re-location, alteration, widening and specific repairs on highway known as Pond Road and North Road leading from Westfield to Holyoke.   | 1929  | <del>Plans drawn</del><br>18<br>33-62<br>8 plan base |                        |
| Plans showing reinforced concrete slab bridges built at about station 114+40 and station 153+00 on Montgomery Road.  | 1932  | 10   | 22, 23, 24             |
| Plan of bridge extension, at sta. 3+95.00 over Powder Mill Brook.  | 1933  | 10   | 41 & 42                |
| Bd. of Public Works, City of Westfield, Petrs. for approval of plan & spec. of repairs and additions on Wells Mills Dam so-called on Hollister Brook in Granville (owned by City of Westfield)   | 1935  | 10   | 82                     |
| Bd. of Public Works, City of Westfield, Petrs. for approval of plan & spec. of repairs and additions on Lower Arnold Dam so-called on Hollister Brook in Granville (owned by City of Westfield)  | 1935  | 10   | 83                     |
| Dam - Hampden Council Boy Scouts of America - Petrs. for approval of plan and spec. for the construction of a dam on brook running through their property known as Camp John Robinson in Westfield on northerly side of Pontiac Rd. about 7 of a mile West of Great Brook Bridge; said brook running northerly from the Brewster property across Pontiac Road, through their property and into Slab Brook. | 1937  | 10   | 126                    |



## State highways.

## WESTFIELD

|  | Filed<br>Date    | Base<br>Book | Plan<br>Page |
|--|------------------|--------------|--------------|
| Main street, from West Springfield line westerly to Westfield river.   | Sept. 11<br>1894 | 21           | 1            |
| Main street, from Westfield river, westerly to land of W. R. White   | Sept. 9<br>1896  | 21           | 9            |
| Main street, from land of W. R. White, westerly to land of Geo. Loomis   | Nov. 3<br>1896   | 21           | 11           |
| Main street, from land of George Loomis, westerly to land of Lewis Trench  | May 27<br>1898   | 21           | 15           |
| Franklin street, past land of Atwater heirs and H. J. Kelsey, westerly to land of Joseph Smith   | Oct. 29<br>1898  | 21           | 17           |
| Main street, from land of Lewis Trench westerly to Little river  | June 7<br>1899   | 21           | 18           |
| Franklin street, from land of Joseph Smith, westerly to land of H. J. Kelsey   | Aug. 9<br>1899   | 21           | 19           |
| Franklin street, from land of H. J. Kelsey westerly past town farm   | Aug. 4<br>1900   | 21           | 21           |
| Franklin street, from town land westerly to land of Mary Ann Sacket  | July 24<br>1901  | 21           | 22           |
| Franklin street, from land of Mary Ann Sacket northwesterly to Russell line  | July 9<br>1902   | 21           | 23           |
| Alteration of portion of highway from Springfield to Westfield, as laid out in 1894  | May 17<br>1916   | 21           | 26           |
| Alteration of section of highway (Main St.) laid out in 1894   | 1923<br>June 5   | 21           | 28           |
| Franklin Street, <sup>alteration of</sup> from a point near junction of Franklin and Congress Streets and extending in a westerly direction to the dividing line between the City of Westfield and the Town of Russell; and of <u>abandonment</u> of certain lands under provisions of Sec. 42, Ch. 81, G. L., as amended by Sec. 2, Ch. 427 Acts of 1921. | 1927<br>Apr. 5   | 21           | 29           |
| Main Street, alteration consists of widenings on both sides of the State Highway and also includes a new location or put-off extending across the Westfield River, the entire alteration extending from the southerly bank of Little River to the dividing line between the City of Westfield and the Town of West Springfield.                            | 1932<br>Feb. 9   | 21           | 41           |



Plan of proposed new highway between Westfield and West Springfield - In Vol. 12 Page 71  
 This plan also shows proposed Jug Road.

Sl. 11

| WEST SPRINGFIELD   | Year. | Book. | Page.  |
|--|-------|-------|--------|
| Relocation of King's Highway from house of Frederick Loomis to house of Noadiah Smith  | 1881  | 1     | 5-7    |
| Piper road, beginning at the Westfield road near Mittineague and running northerly to the Amostown road near the reservoir of the Aqueduct Co.   | "     | 1     | 5, 6   |
| Relocation of highway leading from near the foot of the stairs in Mittineague, across land of Agawam Canal to intersection with the Albany Turnpike near Riley's Hotel                             | 1882  | 1     | 9      |
| Relocation of Highway from King's highway to Amostown  | 1884  | 1     | 33-36  |
| Road between Edson Clark's & Mrs. R. H. Dickinson's.   | 1888  | 1     | 83-85  |
| Road leading southerly from southerly corner of yard of school house in Riverdale District to point nearly opposite Ruggles Kent's house, also portion of road leading westerly called "Old Road." | 1889  | 1     | 93     |
| Relocation of Westfield Road at Tubbs Hill   | "     | 1     | 97     |
| Road between W. H. Richardson's & J. F. Hayes'.  | 1890  | 1     | 177    |
| Change of grade of Boston & Albany Railroad at Baldwin's crossing  | 1891  | 1     | 144    |
| Location of new road from Amostown road opposite school house to the Bear Hole Road across the land of Norman Smith  | 1892  | 1     | 152    |
| Relocation of Pease Ave., opposite land of Henry Pease & Norman Smith  | "     | 1     | 153    |
| Relocation of Riverdale Ct. from North End Bridge to Holyoke line  | 1895  | 1     | 187-94 |
| Relocation of Park street  | "     | 1     | 195    |
| Relocation of Elm street from Riverdale Road southerly over Meeting-house hill   | "     | 1     | 196    |
| Relocation of Bridge St. from New Bridge St. to Agawam River   | 1896  | 2     | 11-12  |

West  
Springfield  
Library



WEST SPRINGFIELD

|   | Year.     | Book.                     | Page         |
|---|-----------|---------------------------|--------------|
| Relocation of Westfield Road from Franklin Spaulding's<br>to N. T. Spraight's.  | 1896      | 2                         | 13-14        |
| Relocation of Westfield St. and Elm St.   | 1897      | 2                         | 42           |
| " " Sand Hill road  | 1899      | 2                         | 47-48        |
| Mittineague Bridge, between West Springfield and<br>Agawam  | 1901      | 3                         | 45           |
| Relocation of River and Baldwin streets.  | 1899      | 2                         | 49-52        |
| Line, grade and approaches of a new bridge across<br>the Connecticut River, between Springfield<br>and West Springfield   | 1901      | In small town<br>map case |              |
| Land taken by Boston & Albany Railroad Co. for depot<br>purposes.   | 1902      | 3                         | 27           |
| Relocation of Church, Healy and Ashley streets, Mittineague   | 1903      | 3                         | 48           |
| " Elm street  | "         | 3                         | 53           |
| " " Westfield Road  | "         | 3                         | 54           |
| Land taken by Boston and Albany Railroad Co. for depot purposes   | 1908      | 4                         | 29           |
| " " " " " " " "   | 1912      | 5                         | 55           |
| Dam on Bear Hole brook. Petition of Pesce Bros.   | 1909      | 5                         | 80, 81       |
| Discontinuance of portion of highway leading from Piper road<br>southerly & westerly to Jasmin St.  | 1912      | 5                         | 91           |
| Alteration of Main St. crossing B. & A. bridge #112   | 1913      | 5                         | 109, 110     |
| Dam on Westfield River. Petition of Raniapogue Deeds.   | 1914      | 6                         | 14-16<br>7-9 |
| Chicopee & West Springfield bridge  | 1907      | In map<br>case            |              |
| Discontinuance & location of highway on petition of Eastern<br>States Agricultural & Industrial Exposition Inc. et al.  | 1915      | 6                         | 26           |
| Private railroad across New Bridge St. & Braintree Ave.   | 1916      | 6                         | 46           |
| Relocation of part of Rivendale Road between Wilel Patter & Larone Ave.   | 1918      | 6                         | 70, 71       |
| Private railroad across Cold Spring Ave., Cornell St., James St., &<br>Passageway, at grade.  | "<br>1921 | 6                         | 72           |
| Springfield & West Springfield Bridge   | "         | 8                         |              |
| Specific repairs on portion of Rivendale Road (In Vol. 14 Pages 2-4)  | 1922      | In drawing<br>of same     |              |
| Discontinuance of portion of Mulberry St.   | "         | 7                         | 8            |
| Private railroad across Bliss St. in West Springfield, to<br>connect premises of Wico Electric Co. with tracks of New<br>York Central Railroad Co. (In Vol. 13 Pages 72-73) | 1922      | In drawing<br>of same     |              |



# WEST SPRINGFIELD

|   | Year. | Book.   | Page. |       |
|---|-------|---|-------|-------|
| Layout and Relocation of highway and alteration of crossing<br>(Bridge No. 103.72) Westfield Road, West Springfield, Mass.  | 1925  | 7   | 86+87 |       |
| Layout, relocation, alteration, widening and specific<br>repairs of Bridge Street in West Springfield. (2nd Vol. 15)<br>(Pages 51-74)   | 1925  | <del>In drawer of</del><br><del>plans for plan.</del><br>Pages 100,<br>101, 102+103 |       |       |
| Plans of work proposed at Bear Hole.  | 1926  | 7   |       |       |
| Relocation of parts of Morgan Road, Cayenne Street,<br>Piper Road and Piper Cross Road in West Spfld.   | 1929  | 8   | 76-84 | Incl. |
| Relocation of Westfield Street beginning at a point<br>about 140 ft easterly of the easterly location line<br>of the B & A Railroad extending easterly in<br>two sections for about a mile to a point<br>about 70 ft westerly of Woodmont St so-called. | 1930  | 9   | 13-17 | Incl. |
| Plan of repairs to <u>Dam</u> of Strathmore Paper Co.   | 1930  | 9   | 43    |       |
| Relocation and alteration of Birnie Ave from Morgan Rd<br>northerly to Prospect Avenue; Morgan Rd extending<br>from Piper Rd westerly to Peace Avenue; and<br>Prospect Avenue from Birnie Ave, easterly to<br>Riversdale Road.                          | 1930  | 9   | 49-68 | Incl. |
| Relocation of Burke Avenue beginning at Boulevard St,<br>and running to City View Avenue.   | 1930  | 9   | 75-87 | Incl. |
| Location and Relocation of Brush Hill Avenue.   | 1932  | 10  | 1-5   | Incl. |
| <u>Dam</u> - new overflow drain at Piper Reservoir. (West Spfld<br>Water Dept.)   | 1933  | 10  | 32    |       |
| Relocation and specific repairs on <u>Morgan Road</u> and <u>Piper Cross Rd.</u>  | 1933  | 10  | 38    |       |
| <u>Dam</u> - plans to raise the existing flow level of Piper<br>Reservoir Dam - pet. of Bd of Water Commissioners.  | 1936  | 10  | 88+89 |       |



# State Highways WEST SPRINGFIELD

Filed Case Plan  
~~date~~ ~~no.~~ ~~page~~

Westfield Street, alteration of southerly location line of State highway alteration dated May 20, 1930, from a point 40 ft westerly of Ely Ave., easterly to a point about 250 ft easterly of Lancaster Ave., and abandonment of a portion of location of said State Highway under prov. of Sec. 12, Ch. 81, G. Laws

Oct. 9  
 1930 21 39

Westfield Street, alteration consists of widening on southerly side of State Highway between the dividing line between the City of Westfield and Town of West Springfield, and a point about 1200 feet distant easterly thereof

1932  
 Feb. 4 21 40

Riverdale Road - beginning at a point about 200 feet distant southeasterly of Kitch Path, so-called, and extending southerly to Park Street, so-called.

1938  
 June 28 41 1



# State highways. WEST SPRINGFIELD

|  | Filed<br>Date                       | Case<br>Book | Plan<br>Page |
|--|-------------------------------------|--------------|--------------|
| Westfield road, from land of Marion Woodard, easterly to land of Nodiah Smith.   | Oct. 8<br>1895                      | 21           | 5            |
| Westfield road, change in 1895 location, past land of Frederick H. Sibley and Chas. Woodard, easterly to Fred Aschenbach   | Aug. 18<br>1896<br>Sept. 12<br>1896 | 21           | 7<br>10      |
| Westfield road, past land of Nodiah Smith  | Oct. 11<br>1905                     | 21           | 21           |
| Westfield road, from land of Miriam W. Lee, northwesterly to land of E. T. Davis   | May 22<br>1906                      | 21           | 25           |
| Westfield road, from near Boston and Albany crossing, past land of E. T. Davis.  | Oct. 14<br>1912                     | 22           | 1            |
| Westfield road, commencing at Westfield line and running easterly about 3/4 mile.  | Feb. 10<br>1913                     | 22           | 2            |
| Westfield road, Two sections, one commencing about 45 ft. southerly from B. & A. underpass & running northerly; the other commencing about 65 ft. northeasterly from B. & A. underpass & running southerly.  | July 1<br>1927                      | 21           | 30           |
| Westfield Street, alteration from station 41+24.09 to station 50+00; showing properties of Charles H. Bennett and Frank and Bridget Platt.   | July 1<br>1927                      | 21           | 31           |
| Westfield Street, about 1/2 a mile of road beginning at sta. 11+08.94 of 1912 State Highway layout in West Springfield and extending in a southeasterly direction over new location to sta. 45+22.52 of 1906 State Highway layout.   | Oct. 15<br>1928                     | 21           | 35           |
| Westfield Street - discontinuance from station 14+79.15, north-easterly of B & A underpass to station 40+77.89, southwesterly of B & A underpass, a distance of about 2,335 feet in length.  | Jan. 8<br>1930                      | 21           | 37           |
| Westfield Street - alteration - consists of relocation of part of 1905 and 1906 layouts adjacent to B & A Bridge 2 sections, and discontinuance of portion of said State highway between sta. 51+50.69 and sta. 56+06.29. (Land of Bennett - Platt - Herr - Sibley - Morrisey - Hawes - Hidas & Dambrosio.)    | May 28<br>1930                      | 21           | 38           |
| Westfield Street, alteration consists of widenings on both sides of State Highway, beginning at a point about 140 feet easterly of easterly location line of Boston & Albany R.R. and extending in an easterly direction for about 1 1/2 miles to a point about 70 feet westerly of Woodmont Street so called. |                                     |              |              |



# WILBRAHAM

Year. Book. Page.

|   |      |   |            |   |
|---|------|---|------------|---|
| Change of grade crossing of Boston & Albany Railroad Co.  | 1882 | 1 | 13, 16, 17 |   |
| Location of road from River road to intersect with road under Boston & Albany Railroad near Stevens' corner   | "    | 1 | 14-15      |   |
| Relocation of highway leading from Springfield to Wilbraham   | 1883 | 1 | 23-26      | ✓ |
| Change of Boston & Albany Railroad crossing just east of North Wilbraham station  | 1891 | 1 | 120        |   |
| Relocation of highway leading past passenger station on Boston & Albany Railroad in Wilbraham between Chapel street and passage under said railroad | 1892 | 1 | 151        |   |
| Alteration of grade crossing of Boston & Albany Railroad at Butler's crossing   | 1893 | 1 | 155        |   |
| Relocation of northerly end of Silver street from Boston Road to Boston & Albany Railroad   | 1894 | 1 | 183        |   |
| Relocation of Boston Road from Moran's Bridge to Stony Hill Road  | 1895 | 1 | 198-200    |   |
| Location of highway connecting Stony Hill road and Boston road  | 1897 | 2 | 26         |   |
| Relocation of highway near Red Bridge in easterly part of town of North Wilbraham   | 1900 | 2 | 98         |   |
| Relocation of Boston Road from end of old location near the Boston & Albany Railroad station, westerly to a point near Bernard Lynch's.             | 1901 | 3 | 2, 3, 17   |   |
| Relocation of highway, continuation of road in Springfield leading past Ludlow bridge to Wilbraham line, thence easterly in Wilbraham to Dry Bridge | 1906 | 4 | 2-6        |   |
| Relocation of highway leading from the pass under the Boston & Albany Railroad to the River Road  | "    | " | "          |   |
| Relocation of portion of Wilbraham road in North Wilbraham, from old Boston road to road leading to Palmer  | 1909 | " | "          |   |



# WILBRAHAM

|  | Year. | Book. | Page.       |
|--|-------|-------|-------------|
| Relocation of River road and Old Boston road, from Ludlow bridge to Moran's bridge.  |       |       |             |
| Relocation of Linkham road   | 1911  | 4     | 4           |
| Relocation of Faculty street and Springfield street  | 1911  | 4     | 109-        |
| Relocation of Springfield street and Faculty street  | "     | 4     | 122-121     |
| Alteration of crossing at North Wilbraham  | "     | 4     | 115-        |
| " " Silver St. crossing. B. & A. bridge #98  | 1913  | 5     | 44          |
| " " Butler's " " " #98A  | "     | 5     | 100         |
| " " Collins' " " " #100  | "     | 5     | 107         |
| Relocation of road from a point near catholic church in North Wilbraham to the Hampden line  | "     | 5     | 108         |
| Specific Repairs on Ludlow Road, about 1600 feet   | 1915  | 16    | 17-25       |
| Relocation of a portion of Pinkham Road, beginning at a point in the northerly line of Pinkham Road as laid out in 1911, at the easterly end of the second course east of the 5th line; the last course <del>saves the westerly line of Stony Hill Rd</del> about 105 feet from its westerly terminus. | 1925  | 7     | 99          |
| Relocation of Glendale Road beginning at intersection of Chapel Street and running to the Town of Hampden.   | 1932  | 10    | 31          |
| Dam - Cf. M. H. A. Camp, Inc., Rtr, for approval of plans and spec. for the construction of a dam in North Wilbraham on the south branch of the Mill River on property belonging to them, across a section of the brook on their property.   | 1936  | 10    | Incl 94-103 |
|  | 1937  | 10    | 124 and 125 |



25.5 Highway

## WILBRAHAM

Filed Case Plans  
Year Book Paper

"Section 1" is located about  $\frac{1}{4}$  of a mi. north-easterly of the dividing line between City of Springfield and <sup>Town of</sup> Wilbraham

"Section 2" is located adjacent to the road over the B + A tracks to Ludlow.

"Section 3" is located about  $\frac{1}{6}$  of a mi. south-easterly of Section No. 2.

"Section 4" is located about  $\frac{3}{4}$  of a mi. easterly of Sec. No. 3.

"Section 5" is located near the north Wilbraham

Station of the Boston + Albany Railroad

Jan. 12

1931

13

30

Boston Post Road - Alteration consists of re-establishing the location lines beginning easterly of the junction of Boston Post Road with road leading to Ludlow and extending westerly for about one and one-eighth miles to the dividing line between the Town of Wilbraham and the City of Springfield.

July 11

1933

13

31



# State highways WILBRAHAM

|  | Filed<br>date    | Acres<br>total | Plan<br>page |
|--|------------------|----------------|--------------|
| Old Boston road, from near Boston and Albany crossing on old road, easterly to land of Joseph Baldwin.   | Oct. 8<br>1895   | 13             | 1            |
| Old Boston road, from near Boston and Albany crossing on old road, westerly to Stony Hill road.  | Aug. 18<br>1896  | 4              | 1            |
| Old Boston road, from Stony Hill road westerly past cemetery.  | Aug. 7<br>1897   | 13             | 2            |
| Old Boston road, from point west of cemetery, westerly to Springfield line.  | Feb. 20<br>1901  | 13             | 6            |
| Old Boston road, from land of Joseph Baldwin, easterly to Nine Mile pond.  | Oct. 29<br>1901  | 13             | 8            |
| Old Boston road, from Nine Mile pond, easterly to land of Joseph Baldwin.  | Feb. 18<br>1903  | 13             | 9            |
| Old Boston road, from land of Joseph Baldwin, easterly to Palmer line.   | Aug. 18<br>1904  | 13             | 10           |
| Old Boston road, from land of A. E. Bell & Augustus Friend, past station & store to B. & A. underpass  | June 2<br>1913   | 13             | 15           |
| Old Boston road, Alteration of location of section of highway laid out May 20, 1913, at underpass of Boston & Albany Railroad near North Wilbraham.  | April 10<br>1924 | 13             | 19           |
| Old Boston road, Alteration of two sections of highway laid out October 24, 1901, beginning at a point opposite property now or formerly of Paul Butler and extending easterly to point opposite property now or formerly of Rose A. Driscoll  | July 18<br>1924  | 13             | 20           |
| Old Boston road. Alteration of portion of state highway laid out October 24, 1901. (Near Spectacle Pond and land of North Wilbraham Gravel Associates.)  | Aug. 5<br>1924   | 13             | 21           |
| Boston Road, Alteration, widening of southerly side of state highway near Nine Mile Pond so-called beginning at a point between <sup>now or formerly</sup> properties of Mary P. Moore and Clinton L. Roberts and extending to <sup>now or formerly</sup> a point between the properties of P. B. Sullivan & Town of Wilbraham | May 4, 1927      | 13             | 24           |
| Boston Road - discontinuance of section 568.25 feet in length located near the Auto Inn - so-called, and nine mile pond.   | Nov. 15<br>1929  | 13             | 25           |
| Boston Road - Alteration consists of widenings on both sides of State Highway, in five sections as follows: "see previous page"  |                  |                |              |



# WILBRAHAM Railroad locations.

## Mount Holyoke Railroad.

Location in Springfield

## Springfield and Farmington Valley Railroad.

Location in Southwick and Agawam

## Pittsfield and New Haven Railroad.

Location in Becket

Engineer's report; profile

## Western Railroad

Location east of Connecticut river. Springfield, Wilbraham, Monson, Palmer and Brimfield.

Location west of Connecticut river. West Springfield, Westfield, Russell, Blandford and Chester, Montgomery.

## Athol and Enfield Railroad.

Location through Ludlow to Springfield

" " Palmer, Ludlow and Springfield

## Chester and Becket Railroad

Location in Chester

## Boston and Albany Railroad Co.

Change of line at Russell and Montgomery

Location in West Springfield, Westfield, Montgomery, Russell and Chester

Land taken for station grounds in Springfield

" " " railroad purposes, Palmer

" " " " Springfield

" " " " Palmer, North Wilbraham,

Indian Orchard, Springfield, West Springfield, Westfield and Chester.

Location in Palmer & Ludlow (Athol branch)

Land taken for depot purposes in West Springfield

" " " " " " " " " " " "

" " " railroad " " " " " "

" " " depot " " Springfield

" " " railroad " " " " " "

" " " " " " West Springfield

" " " depot " " " " " "

Filed  
Date Book Page

Mar 27 1847 2 43

roll Apr 22 1858 1 1

Apr 4 1866 1 1

roll " " 1 1

Dec 17 1838 2 6

Nov 29 1839 2 7

May 31 1872 2 16

March 20 1874 2 16

Oct 6 1896 2 15

roll Mar 7 1874 2 1

Oct 11 1883 2 1

July 1 1889 2 1

Apr 1 1892 2 3

May 26 1894 2 3

Feb 13 1897 2 14

Aug 3 1900 2 3

May 9 1902 2 3

July 10 " 2 3

Sept 27 " 2 3

June 27 1907 2 3

Jan 29 1908 2 3

July 15 " 2 3

Jan 26 1909 2 4



# WILBRAHAM Railroad Locations

## Boston and Albany Railroad Co. continued.

|   |               |   |       |
|---|---------------|---|-------|
| Land taken for railroad purposes in Palmer                          | Sept. 22 1909 | 2 | 4     |
| " " " " " Wilbraham   | " " "         | 2 | 5     |
| " " " " " West Springfield  | " " "         | 2 | 5     |
| " " " " " Chester   | " " "         | 2 | 5     |
| " " " " " " "   | Feb. 7 1910   | 2 | 5     |
| " " " " " Wilbraham   | Aug. 1 " "    | 2 | 5     |
| " " " " " West Springfield  | " " "         | 2 | 5     |
| " " " " " Westfield   | " " "         | 2 | 5     |
| " " " " " Russell   | " " "         | 2 | 5     |
| " " " " " Chester   | " " "         | 2 | 5     |
| " " " " " Monson  | Sept. 6 1913  | 2 | 5     |
| " " " " " West Springfield  | Oct. 10 " "   | 2 | 5     |
| New location of portion of railroad at Athol Junction, Springfield. | " 28 " "      | 2 | 2     |
| Land taken for railroad purposes in Palmer                          | June 5 1914   | 2 | 2     |
| " " " " " " "   | Oct. 13 " "   | 2 | 2     |
| " " " " " West Springfield  | " " "         | 2 | 2     |
| " " " " " Chester   | June 28 1915  | 2 | 2     |
| " " " " " Westfield   | July 14 " "   | 2 | 2     |
| " " " " " " "   | June 29 1916  | 2 | 2     |
| " " " " " West Springfield  | July 10 " "   | 2 | 2     |
| " " " " " Springfield   | July 31 1917  | 2 | 2     |
| " " " " " Westfield   | Dec. 30 1918  | 2 | 2     |
| " " " " " West Springfield  | May 23 1919   | 2 | 2     |
| " " " " " Chester   | July 10 " "   | 2 | 2     |
| " " " " " Springfield   | Feb. 29 1924  | 2 | 2     |
| " " " " " Palmer  | Apr. 26 1924  | 2 | 2     |
| " " " " " Chester   | Nov. 23 1925  | 2 | 2     |
| " " " " " West Springfield  | July 20 1926  | 2 | 2     |
| " " " " " Chester   | March 1 1928  | 2 | table |
| " " " " " West Springfield  | June 5 1928   | 2 | table |
| " " " " " Chester   | Oct. 10 1928  | 2 | table |
| " " " " " Chester   | Nov. 27 1931  | 2 | table |
| " " " " " Chester   | Oct. 19 1931  | 2 | table |

## Boston and Maine Railroad.

|  |             |   |    |
|--|-------------|---|----|
| Land taken for railroad purposes in Chicopee | Feb. 1 1900 | 2 | 13 |
| " " " " " " "                                | Oct. 24 " " | 2 | 14 |

## Hartford and Springfield Railroad.

|  |              |   |    |
|--|--------------|---|----|
| Location in Longmeadow and Springfield | Mar. 15 1845 | 1 | 14 |
|--|--------------|---|----|

## New York, New Haven and Hartford Railroad Co.

|  |              |   |    |
|--|--------------|---|----|
| Land taken for depot purposes in Springfield | Nov. 25 1873 | 1 | 14 |
|--|--------------|---|----|

|                                   |              |   |    |
|-----------------------------------|--------------|---|----|
| Map of Longmeadow station grounds | Aug. 19 1885 | 1 | 14 |
|-----------------------------------|--------------|---|----|

|  |             |   |    |
|--|-------------|---|----|
| Location in Longmeadow and Springfield | Feb. 3 1897 | 1 | 15 |
|--|-------------|---|----|

|   |              |   |    |
|---|--------------|---|----|
| Land taken for railroad purposes in Springfield | July 11 1917 | 1 | 15 |
|---|--------------|---|----|

|                                 |              |   |    |
|---------------------------------|--------------|---|----|
| Location of land in Springfield | Sept. 1 1920 | 1 | 14 |
|---------------------------------|--------------|---|----|



~~WILBRAHAM~~ Railroad locations

Northampton and Springfield Railroad.

Location in Holyoke, Uillimansett and Cabotville.

" " Springfield, Cabotville, Uillimansett and Holyoke  
Connecticut River Railroad Co.

Location in Ireland (part of Holyoke)

" " Holyoke

" " "

" of branch track in Holyoke

" in Springfield

" of branch track crossing on west side of middle level  
canal at Holyoke

Land taken for depot purposes in Holyoke.

Location of branch tracks in Holyoke

" " track " "

" " " " " "

Land taken for railroad purposes in Holyoke, Chicopee Centre,  
Chicopee and Springfield

Land taken for railroad purposes in Holyoke

" " " " " Chicopee

Holyoke and Westfield Railroad Co.

Location in Westfield, West Springfield and Holyoke

" " " and Holyoke

Hartford and Connecticut Western R.R. Springfield branch.

Location in Agawam and West Springfield

Filed  
Book Page

Feb. 27 1845 2 15

June 28 " 2 15

Apr. 16, 1849 2 10

roll Oct. 3 1866 2 10

July 8 1869

July 15 1871

May 7 1847

Aug. 12 1874

roll Feb. 18 1884 2 10

Oct. 4 " 2 10

Feb. 4 1889 2 11

May 26 1890 2 11

May 7 1896 2 12

Apr. 4 1899 2 14

Sept. 12 1903 2 14

Jan 23 1871 1 16

Feb. 3 1897 1 17

June 15 1898 1 18



~~WILBRAHAM~~ Railroad Locations)

|  | Year      | Filed Book                       | Base | Shelf |
|--|-----------|----------------------------------|------|-------|
| <u>New London, Willimantic and Palmer RR. Co.</u>  | Apr. 9/17 | Telep. M. B. Co. to<br>Merrimack | 1    | 1     |
| Location in Monson and Palmer  | roll      | Apr. 8 1850                      | 1    | 1     |
| <u>Amherst and Belchertown RR. Co.</u>   |           |                                  |      |       |
| Location in Palmer   | May 17    | 1852                             | 1    | 2     |
| <u>Springfield and New London RR. Co.</u>  |           |                                  |      |       |
| Location in Springfield and Longmeadow   | May 24    | 1875                             | 1    | 3     |
| Amended location from the north line of the state of Con-<br>necticut, to the north shore of Mill river in Spring-<br>field.         | June 28   | 1875                             | 1    | 4     |
| Amended location from north shore of Mill river to a<br>point on the Springfield, Athol and Northeastern<br>railroad in Springfield. | Nov. 8    | 1875                             | 1    | 4     |
| <u>New London Northern Railroad Co.</u>  |           |                                  |      |       |
| Location in Monson, Palmer and Three Rivers  | Jan. 17   | 1881                             | 1    | 5     |

Central Massachusetts Railroad Co.

|   |         |      |   |   |
|---|---------|------|---|---|
| Location in Palmer                          | Mar. 31 | 1887 | 1 | 6 |
| Lands taken for railroad purposes in Palmer | May 7   | 1896 | 1 | 7 |
| " " " " " "                                 | Jan. 15 | 1897 | 1 | 8 |

Ware River Railroad Co.

|  |         |      |   |    |
|--|---------|------|---|----|
| Location in Palmer and Ware (1st division) | Apr. 15 | 1871 | 1 | 9  |
| Amended location in Palmer                 | Mar. 22 | 1873 | 1 | 9  |
| " " " "                                    | Oct. 10 | 1883 | 1 | 10 |



WILBRAHAM

Railroad locations

Hampshire and Hampden Railroad Co.  
Location in Holyoke, Westfield and Southwick  
Station at Westfield

| Post.   | Reloc. | Cost. | Acres | Sh. |
|---------|--------|-------|-------|-----|
| Mar. 15 | 1854   | 1     | 11    |     |
| Dec. 19 | 1857   | 1     | 11    |     |

New Haven and Northampton Co.  
Location in Southwick and Westfield  
Land taken for railroad purposes in Westfield  
Location in Southwick and Westfield

|          |      |   |    |  |
|----------|------|---|----|--|
| Mar. 6   | 1880 | 1 | 12 |  |
| Sept. 20 | 1889 | 1 | 12 |  |
| Feb. 3   | 1897 | 1 | 13 |  |

Hampden Railroad.

Location in Springfield, Chicopee, Ludlow & Palmer

" " " as varied with consent of Board of Aldermen

|         |      |   |   |  |
|---------|------|---|---|--|
| Nov. 6  | 1911 | 2 | 8 |  |
| July 3  | 1913 | 2 | 9 |  |
| Feb. 23 | 1912 | 2 | 9 |  |

Southern New England Railroad Corporation

Location in Palmer, Monson & Brimfield

|         |      |   |    |  |
|---------|------|---|----|--|
| June 12 | 1912 | 2 | 17 |  |
|---------|------|---|----|--|



Plan & Railroad Index 1880-1938 end page

